

# AMERICAN RAILROAD JOURNAL

## STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

**HENRY V. POOR, Editor.**

**ESTABLISHED 1831.**

PUBLISHED WEEKLY, AT No. 136 NASSAU ST., NEW YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. VIII., No. 42]

SATURDAY, OCTOBER 16, 1852

[WHOLE No. 861, VOL. XXV.]

PUBLISHED BY J. H. SCHULTZ & Co., 136 NASSAU ST.

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### American Railroad Journal.

[Saturday, October 16, 1852.]

#### Memoir of William Spencer Brown, CHIEF ENGINEER OF THE GREENVILLE AND COLUMBIA RAILROAD.

The melancholy and sudden death of William Spencer Brown has spread sorrow among his friends and in the profession he graced by his talents and worth. We copy from the Palmetto Banner the substance of a memoir of his life. He was the son of Maj. Gen. Jacob Brown, General in Chief of the United States Army, and was a worthy son of that illustrious man. Born at Brownville N. Y. 27th May, 1815, he graduated at West Point in 1835, received a 2d Lieutenant's commission in the same year, resigned in 1836, and became an Assistant Engineer on the Erie Canal enlargement. In 1836 and '37, he was employed on the Norristown and Valley railroad. In 1837 he married Elizabeth D. Barnes, daughter of Judge Barnes of Philadelphia. This accomplished lady accompanied him soon after his marriage to the South, and cheerfully encountered the privations of an Engineer's wife, in what was then almost an Indian country. In 1837 he was appointed on the Atlantic and Western railroad, Georgia, where he continued to 1843, and during a portion of this time and afterwards till

1847, was Chief Engineer on the Memphis Branch, and also acted in the same capacity on the Coosa and Tennessee road. In 1847 he was elected Engineer on the Greenville and Columbia railroad, and in that year he gave the well known reply to the President of the road in answer to the question whether it was practicable to construct a road between Columbia to Greenville—"Give an Engineer money and he can go anywhere?" A glorious confidence in a profession that knows no impossibilities.

In the same year Mr. Brown was elected Professor of History and Ethics in the State Military Academy, but declined the appointment. In July, 1847, he organized the corps of Engineers who ran the direct experimental line of the Greenville and Columbia railroad, 110 miles in about forty days. Subsequent considerations induced a change in this location.

Mr. Brown afterwards located the road on the east bank of Broad river, in the winter of '47 and '48, and the company appointed him commissioner to obtain a relinquishment of the right of way from Columbia to Saluda. This delicate duty he performed with admirable tact. In 1848, the line to Anderson was located and the work pressed with great activity. In 1849, Mr. Brown, on the resignation of Mr. Rea, was advanced to the post of Chief Engineer on the Greenville and Columbia railroad. By his advice in 1849, a contract was made with the South Carolina railroad to take at \$45 per ton, delivered at Columbia, in payment of their bonds at par, as much of their flange iron as should bear his inspection. The company received a little over 30 miles of this iron under this agreement. In the summer of this year the location of 1847 was modified, and the route from Belton to Greenville adopted, a branch from Cokesburg to Abbeville was also established.

In Sept., 1849, the track began to be laid down at Columbia, and during the session of the Legislature of that year, the Engine Abbeville ran a few miles on the road much to the gratification of that body and the Judges.

In 1850, everything promised a rapid completion of the road, but the spring rains of that year retarded the work, especially the bridge over Broad river. The undertaker of the stone work having been dismissed, Mr. Brown took upon himself the arduous duty of having this work done. He suc-

ceeded, but in July, many of the hands engaged on the wooden superstructure were seized by sickness and fled from the work. Here again his unconquerable energy was put in requisition; aided by Mr. H. F. Peake, the Superintendent, he took the whole construction on himself. He hired hands, and by passing them down every evening to Columbia secured their health. The work progressed steadily till the memorable freshet of 24th August. Three spans were up and the scaffolding for them, and a fourth. The flood carried away the scaffolding but left the bridge and road uninjured. On this occasion Mr. Brown displayed that intrepidity which at last probably consigned him to a watery grave. From that time to the completion of the bridge, he might be seen day after day on the flats and scaffolding in Broad river, urging on the work, regardless of the exposure and the risks he was encountering.

In 1850, he became the consulting Engineer of the Laurens railroad, and put it under way. In 1851, he was appointed consulting Engineer of the King's Mountain railroad.

In March, 1852, the Greenville and Columbia railroad reached ninety-six miles, between this point and Greenwood, a delay of two months was encountered from the fact that the iron could not be forwarded by the South Carolina railroad. The first week in July the road reached Greenwood, and in six weeks fourteen miles were added to its length. No doubt was entertained that by the 1st of October the road would be completed to Belton, and to Anderson by the 1st December. These expectations were not however permitted by a wise Providence.

On Tuesday, 24th of August, he left Columbia for a brief visit over the road, intending to return on Friday ensuing. On Thursday he was induced to visit Laurens, and locate the depot at that place. The rain of Thursday night and Friday detained him till Saturday morning, when, in company with Col. Irby, President of the Laurens road, he swam on horseback the Little river near the town, and reached the head of the Laurens railroad, thence he came to Helena, where he stopped the G. and C. passenger train, from which place his anxiety carried him as far up the road as he could go; he then made his way to Chappel's and saw the great flood in the Saluda, on Sunday evening he descended the road from Little river to Helena. On Monday morning, the 30th, he left in the train for Columbia,

but it was obliged to stop on account of injuries done to the road before it reached Crin's creek, and he ordered it back to Helena. He got on to the Broad river bridge opposite Alston, and saw Broad river in a flood never surpassed, and only approached by the Yazoo freshet of '96, there he saw Alston in ruins and four spans of Broad river bridge swept away. Here he met his friend, Col. A. G. Summer, and stated his plans for restoring the bridge. Anxious to reach Columbia, and contrary to the advice of Col. Summer, in company with Mr. McCollum, Mr. Jefferson, and a son of Mr. McCollum's he attempted the descent of the river and finding his way thus to Columbia. His double object was to examine the injury done the road and to reach his family. They descended safely along the line of the railroad for 4 miles, when Mr. Brown proposed to throw the batteaux into the current and thus float down the stream. In less than a mile they ran into a cross current at Freshley's falls and the boat was overturned. Jefferson clung to the boat and was carried with it some miles, until it struck against a tree, which he climbed, and was thus saved. McCollum and his son and Mr. Brown swam near each other, till a floating limb struck McCollum and carried him and son down, the father rose and saw Mr. Brown still swimming near him and said—"Colonel I hope we shall get out yet," some reply was made but McCollum did not hear it. He struck out for the land reached it and was saved. Mr. Brown, after swimming still further down the river, was seen to rise and sink by a man and his wife who did not know him but described part of his dress so as to identify him. His body after being three weeks in the sand and under water was found within a short distance of the place described where he was seen to perish.

The above notice is abridged from a most eloquent memoir of Mr. Brown, prepared by the venerable and excellent Judge O'Neal, president of the G. & C. railroad, between whom and Mr. B., the most intimate relations of friendship existed. Those who know Judge O'Neal, know how pure and excellent a man must be to sustain such relations towards him.

We were also favored with the perusal of a letter from the wife of the deceased, acknowledging the sympathetic notice of Judge O'Neal, which exhibits the character of Mr. Brown in all the relations of life, in a most favorable light. His death was a terrible blow to his family and friends, but the sting of it is taken away by the memory of his excellent life.

#### New York.

**Sodus Point and Southern Railroad.**—A recent number of the Railroad Journal contains a summary of the exhibit of the advantages of position and the commercial prospects of this projected road. The report of the Chief Engineer, P. Sours, Esq., has just been received, pointing out the physical character of the route. The report is accompanied by a further statement from the directors, and a large map of Great Sodus Bay and a profile of the line. The location begins at Sand Point, a peninsula projecting into Great Sodus bay, and ends by connecting with the Canandaigua and Corning railroad, 29½ miles from Jefferson. The line is favorable, the ridges and valleys being generally north and south in direction, and requiring the removal of but little material in the formation of a road bed. The cuttings are mostly of loam, sand and gravel, and little rock will be encountered in the graduation. The masonry and bridging is

very light, the streams crossed being few and small. The gradients vary from a level to 43.8 feet per mile. This maximum is adopted in passing the elevated ground between the Erie canal and the Canandaigua outlet. The length of gradients exceeding 37 feet per mile is 6.72 miles, descending towards the north, and in the line of the greater traffic. Where the highest grades occur the line is straight or curved so slightly as to afford little resistance to the passage of cars. The minimum radius is 1000 feet, which occurs at Sodus Point near the northern terminus. On no other portion of the line will a curve of less radius than from 2000 to 2500 feet be required.

The graduation, bridges, etc., on the road  
37.6 miles, is estimated at.....\$123,370  
Iron, fencing stations, etc..... 313,608

.....\$436,978  
The equipment consists of 3 locomotives,  
6 passenger, 2 baggage and 20 freight  
cars, and is set down at..... 52,400

Total for road and equipment.....\$489,378  
or \$13,485 per mile. We learn that the graduation of the road is to be immediately placed under contract.

The President of the company is Wm. D. Cook, Esq., of Sodus Point; Vice President, Albert Banta; Secretary, Stephen Culver; Treasurer, A. T. Blackmar.

The following gentlemen compose the Board of Directors:—John Daggett, L. L. Rose, Newark; A. P. Waterman, Kendall King, Ulysses Warner, Phelps; B. C. Fitzhugh, E. W. Sentell, J. C. Rogers, Enoch Granger, Sodus.

#### Ohio.

**Cleveland and Mahoning Railroad.**—We learn from articles published in the Cleveland Herald, that the managers of this railroad intend soon to present their claims before the citizens of that place in regular form. The surveys on the road are fast approaching completion, and it is believed that they will present a most favorable line both as to grade and directness. The new road will open up a large coal bearing region to the city of Cleveland and the markets of Lake Erie. The coal of that city is now furnished from the Chippewa and Clinton coals by the Ohio canal, and the Briar Hill coal from the beds in the Mahoning valley on the cross cut canal. The Yellow creek coal on the line of the Pittsburgh and Cleveland railroad has not proved to be of saleable quality, and the road itself has been too crowded with other business to transport large quantities of it.

The Ohio canal coal is transported a distance of about 60 miles, and pays from ten to twelve cents toll per ton. The Mahoning coal is transported one hundred miles, and pays twenty cents toll per ton. In the face of this great disproportion in the expense of delivering them here, the Mahoning coals have regularly furnished to Cleveland about two-thirds of her whole supply—thus demonstrating that, at considerable odds in price—practically about fifty cents per ton—they will command the market: nor is there any doubt that this greater demand is justified by their superior quality. They are coarse, and bear transportation without breaking, burn freely in a grate without forming clinker, are entirely free from sulphur, and are the only coals, accessible to Cleveland, that can be used in the manufacture of iron.

The line of the Mahoning railroad will enter this coal region at a distance of fifty-nine miles from Cleveland, and will pass through it about sixteen

miles in the immediate vicinity of the beds, just below the level at which the coal is found, and in the most favorable position to receive it upon the line. It will pass thence to Cleveland, over grades not exceeding twenty feet to the mile, and, perhaps, not over fifteen. There can be no question that such a line of road, if terminating at a convenient point in that city for the handling and shipping of coal, will take the trade from an imperfect canal navigation one hundred miles in length, and reduce the price of coals laid down in the city, besides furnishing an unfailing supply during the winter months.

The articles we have alluded to dispose of the objection that a railroad cannot compete in coal carrying with a canal, by adducing the instances of the successful competition of the Baltimore and Ohio railroad with maximum grades of 80 feet to the mile, against the Chesapeake and Ohio canal, and that of the Reading railroad against the Schuylkill canal. Both these canals are about the same length as their rival railroads, and are 60 feet wide at the water line and 6 feet deep.

The Cleveland and Mahoning railroad will carry coal sixty miles over very favorable grades, in competition with a hundred miles of canal, only 40 feet wide and 4 feet deep.

The rate of transportation on the Reading railroad are 1½ cents per ton per mile, and on the Baltimore and Ohio a fraction less than a cent, per ton per mile. The Mahoning road can charge two cents and still deliver the coal at less than the lowest possible canal rates.

The amount delivered this very year at Cleveland was greater than the amount transported over the Reading railroad in 1843, exceeding 4 millions of bushels, two thirds of this supply came from the Mahoning beds. In 1851, the amount was 2,992,000 bushels, and in 1850, 2,347,000 bushels. This year, the amount transported from the Mahoning valley will exceed 100,000 tons, being more than 500 tons during the season of navigation, and in two years, at the present rate of increase it will be one thousand tons per day. Taking 500 tons per day the year round to be transported sixty miles at 2 cents per mile, this will yield an income of \$10 per mile of road per day, or on a road of one hundred miles in length an income of \$360,000 per year. The Shenango coals now travel by the Erie extension canal to Erie, which is a large coal exporting point, but the Shenango coal field by a branch of this road will obtain a nearer and cheaper access to Cleveland than it can ever have to Erie, and render the former the great coal depot of the Lake and its markets.

The point wherein the new road will compete with the Cleveland and Pittsburgh R.R. is in the local passenger trade of Trumbull and Mahoning counties which now reaches it at Ravenna and Hudson. The through trade from the west and south will be left entire to that road.

The Cleveland and Mahoning road will drain the large and rich region lying to the North and East of the Mahoning valley, and now seeking railroad connection with Cleveland. It has been said that by a branch from Warren to Ravenna or Hudson on the Cleveland and Pittsburgh railroad the same ends could be accomplished, but the route by the former place to Cleveland would be 12 miles longer, and by the latter 10 miles longer than by the Mahoning route.

The Pittsburgh route would, in case of such a connection by its Mahoning branch, command the entire product of that valley as well as the coals of the Ohio river and Pittsburgh. Such a monopoly



in the hands of any company, no matter how liberal their policy may be, is considered by the advocates of the present road to be dangerous. This lengthened route, and the heavier grades encountered by it, the diminished supply of coal will affect seriously the growth of Cleveland, to the extent as is stated by one writer, of thousands in the population within the next five years, and within fifty years of tens of thousands.

#### Deep Diving.

At present, the owners of the ill-fated steamer Atlantic are engaged in measures to secure possession of the wreck, which lies in Lake Erie at the depth of about one hundred and fifty feet. The following interesting account of the operation is from a Buffalo paper:

Mr. Maillefert and his companions returned from Long Point last evening, after a second and a successful attempt to reach the wreck of the Atlantic, although from unavoidable circumstances nothing has yet been accomplished towards raising the Express company's safe or commencing operations upon the wreck. We have been furnished by Mr. John Green, the diver, with a very interesting account of his descent.

Mr. Green arrayed himself in the marine armor dress, and started on a second trip to the bottom of Lake Erie. He descended without any difficulty, and landed directly in the interior of the steamer's smoke pipe, the top and sides of which he felt with his feet and hands. He was then elevated again some little distance, and alighted the second time on the braces, following down until he got on to the cross braces. He did not, however, succeed in making a firm footing on the deck, owing to the unsteadiness of the small steamer used on the occasion, which communicated too much motion to the hose and ropes.

There was much risk of the intrepid diver getting entangled in the ropes and wood work so as to be unable to extricate himself, or to tear the dress, and being again elevated he descended a third time alongside and clear of the wreck. He now went down fourteen feet below the upper deck and even with the guards, his head being one hundred and thirty-nine feet, and his feet one hundred and forty-four feet below the surface of Lake Erie. This is the deepest dive ever made, one hundred and twenty-six feet being the greatest depth ever before reached. The new hose was found to be perfectly successful; the diver felt quite at ease, and went down and up without the slightest injury to dress, pipes or man.

The marine armor consists of a perfectly air-tight India rubber dress, topped by a copper helmet with a clear, thick plate of glass in front. The pipes which supply and exhaust the air, lead from the top of this helmet. The pumping requires much labor; four, and sometimes six men being employed upon it at the same time, and compelled to work hard at that. A great pressure of air is experienced by the diver upon his lungs, equal to 75 lbs. to the inch, and very few individuals could bear it for any length of time.

When first going into the dress, the sensation of oppression is very overcoming, but passes away in a great measure after entering the water. When a depth of ten feet is reached in the descent, the dress becomes entirely emptied of air and collapsed to the body, causing a pressure all over the diver equal to the heft of a ten pound weight, excepting as to the head, which is protected by the proper helmet. The difficulty in breathing now becomes great, and a painful sensation is experienced by the diver, the jaws becoming distended, and the head seemingly splitting. This continues until after descending another ten or twelve feet, then the pain is relieved, the diver feels comfortable, and experiences no further inconvenience.

When about sixty feet below the surface, hundreds of the legitimate inhabitants of the water surround the diver, nibbling at their strange visitor as though he was "food for the fishes." After reaching seventy-five feet, all is perfectly dark—a black, impenetrable darkness—and an electric flame plays around the inside of the helmet, caused by the friction of the pump. At about one hundred and sixty

feet the water is very cold, being in the present season within four or five degrees of freezing.

Mr. Maillefert has returned in order to obtain a large steamer, and to wait for settled and calm weather before making another attempt. Two most excellent divers besides Mr. Green are in company with Mr. Maillefert. We shall look with much interest for the result of the next trial, but that it will be successful we have no doubt.

#### Changes in the Course of Trade.

Under this title the *Boston Journal* has an article showing the paramount influence of railroads over the course of trade, and how far the most important natural advantages are inferior to these efforts of art. The lesson taught has universal significance.

The most magnificent natural commercial channels in the world are those connected by the Mississippi and its branches. Draining by navigable waters an area amounting, exclusive of the territories, to over half a million of square miles, the most beautiful and productive agricultural region in the known world, it poured the products of its rapidly developing trade into the lap of New Orleans. Situated as that city is, near the entrance of the Mississippi into the gulf, and approachable by every class of vessels, propelled either by wind or steam, no man would suppose otherwise than that she would enjoy almost a monopoly of the western trade; and that she would assume a position in the commercial world beyond the competition of every other city in America. But such opinions have proved unfounded. While she has increased in population and commercial importance in common with all our other cities, that increase is by no means commensurate with what might be deemed the advantages of her position.

Lake cities, the outlets of whose commerce have been furnished by artificial means, have sprung up almost in a day, changing the solitude of the wilderness into the noisy commercial mart. Chicago, Milwaukee, Detroit, Cleveland, Buffalo, Oswego, and Ogdensburg upon the lakes, and Rochester, Syracuse, Utica, Troy and Albany upon the artificial channels of trade, have risen into the importance of first class commercial cities. A curious phenomenon is presented in the course of the Mississippi steamers laden with the rich products of the north-west. On reaching the mouth of the Illinois, or of the Ohio, in their descending course, they head up the last named streams in the direction of Chicago and Cincinnati, instead of pursuing their previous direction towards New Orleans; and sending forward their freights to the lakes by means of artificial channels of communication connecting the tributaries of the Mississippi with the great Northern Lake route, return again freighted with the manufactures of our eastern states, carried thither over gigantic lines of transit, which are the results of human energy and skill. Not only the agricultural productions of the west and north-west, but even the cotton, sugar and tobacco of the south-west are taking the same direction. The climate of a more northern latitude is an infinite advantage over that of the Mississippi and Gulf route; and pork, beef, butter, cheese and grain are insured against the contingencies of a hot climate, the humidity of a sea voyage, and long delay.

And all this diversion in favor of northern ports, which have no natural continuous communication with the west, has been effected by a liberal and extended system of internal improvements. Boston, which is really only the natural commercial depot of New England, which embraces an area of only 7800 square miles of territory, the most inhospitable and unpromising in soil and climate in the whole country, is now, and will continue to be, one of the first commercial cities in America, extending her Briarean arms in all directions, and bringing to her port by means of canal and railroad, the productions of remote localities, which, without them, would have sought the seaboard at the distance of two thousand miles. No limit to this diversion of trade can be fixed if the north and east are only true to their own interests. Natural channels of trade are of infinite importance, but artificial ones can be constructed, or imperfect natural ones improved, which will build up great and flour-

ishing communities in localities that otherwise would have remained a desert. As the torrent of a mighty river pouring over a rocky barrier unheeded for ages, is diverted from its natural course by the hand of man, and compelled to lend its powerful aid to the propulsion of loom and hammer, leaving the original channel comparatively dry, so does the enlightened foresight of a community, which opens for itself lines of communication with remote localities, draw in an unremitting stream all the elements of a progressive commercial prosperity."

#### Missouri.

**Railroad Land Grants.**—The Legislature of this State, at its recent session, granted to the Hannibal and St. Joseph's railroad the lands appropriated by Congress to that line, and adjourned without any action in reference to the lands given for the Pacific road. The reason for non-action in the latter case, was the great diversity of opinion as to the question of route. The following is an enumeration of the different routes, whose claims were pressed upon the Legislature, viz:

First—"The River, Boonville and Lexington route." This is in part a new route; diverging from the termination of the section, or forty miles of road already constructed, it would run to the Missouri river, and follow its banks up to Jefferson city—from Jefferson city to Boonville—from Boonville across the country to Lexington, and from Lexington, by the straightest line, to Kansas. This route, between St. Louis and Jefferson city, has been surveyed and is well understood. Beyond Jefferson, to Boonville and Lexington, the surveys or reconnoissance are in progress. On this route, it is estimated that there will be about 425,000 acres of government land, which may be claimed under the act of Congress.

Second—"The River Straight route." This route diverges at the terminus of the portion already constructed; and follows the banks of the Missouri river to Jefferson city, and from thence, on the straightest practicable line, through the counties of Moniteau, Pettis, Johnson and Jackson, to the mouth of the Kansas. This route has been very thoroughly examined and measured, and is found to be the most direct and cheapest route from St. Louis to Kansas. On this line, there is about seven hundred thousand acres of land applicable to the construction of the road, under the act of Congress.

Each of these routes may be called Missouri river routes. The Boonville and Lexington interests unite in making Kansas the terminus, but insist on making their towns a point, and offer large subscriptions to aid in the construction, at the same time urging the application of the lands to the construction of the "Southwestern route," described hereafter. They are willing to give up the land to secure the construction of "the River, Boonville and Lexington route." The Jackson interest contends for the land, hoping that the increased amt. of lands will confine the location on the straight line from Jefferson to Kansas.

A direct line from the terminus of the road constructed to the city of Jefferson, will appear upon the map to be the shortest route. But actual surveys have demonstrated that the river route between these points is about twenty miles the shortest, and practically about thirty miles the most direct. This results from the fact that the direct line from the terminus of the road now constructed to Jefferson, passes over a broken country, requiring a great many curves to follow the streams and valleys, to overcome the elevation between the Gasconade and Osage, and between the Osage and Moro, and to reach the city of Jefferson. Hence the increase of distance on the route. Again: this section of the route involves heavy and expensive working on tunnels, bridges, grading and filling, and compels the adoption of difficult and expensive grades.

Third—"The Inland route," or "Middle route." This route commences at the terminus of that part of the road already constructed, thence by the Merriam Ridge through Morgan, Miller, Henry and Johnson counties, to Kansas, passing near the town of Versailles. This route is about 20 miles longer than the "River Straight route," but its



claims are pressed, on the ground that it penetrates further into the interior, diverges more in favor of the mineral sections, and that the amount of lands acquired under the act of Congress is larger and more valuable than are either of the two first named routes. There is on this route about 800,000 acres of land.

Fourth—"The Southwestern route." This route runs on the south side of Osage river, and through most of Franklin county, will take the inland route, and thence through Crawford, Pulaski, Laclede, Wright and Green, to some point, not yet fixed, on the western boundary of the State. On this route, the amount of lands applicable to the construction of the road is stated at 1,200,000 acres, and much of it is very valuable.

This, says the St. Louis Republican, is as fair a statement of the actual condition of the questions pertaining to the Pacific railroad, as can be made.

Now, the proposition of one portion is to secure the construction of one route, and that whatever lands may be applicable to that object shall be applied to that road only. On the other hand, there is a strong party who desire to effect this object, and we hope they may prevail: They wish the Pacific railroad company to bind themselves, upon the reception of aid by the credit of the State (the State to be secured from loss by a subscription to the stock by private individuals and corporations, in the manner heretofore prescribed in relation to this road), to construct virtually three roads, viz: To give them such power as will enable them to make the "Southwestern route" the main trunk, thus securing the largest amount of lands—and the land thus obtained, with a liberal individual subscription and the aid of the credit of the State, will enable them to build it in a short time. That the company shall, within a given time, construct a road or branch on some one of the three first mentioned routes, upon individual subscription and the credit of the State; and shall also construct, on the same terms, a branch to the Iron Mountain. This last proposition would be acceptable to the company. They would be able, with the lands, and a liberal loan of the credit of the State, secured upon a subscription by individuals and corporations, to undertake the construction, within a reasonable time, of the main trunk and the two branches. This would secure the development of the wealth of the State, and open up avenues of communication to almost every section of the southwest.

It would secure the construction of a road to Kansas, or in that vicinity; a road in the direction of the southwest corner of the State, and a road to the Iron Mountain. It would make a line of communication that would bring every foot of the lands, whether mineral or agricultural, into cultivation and use.

#### Population of the United States.

The venerable geographer, Wm. Darby, has communicated to the Intelligencer the following tables on the past and prospective population of the United States:

**Table I.**—Population of the United States, as recorded in the Tabular view of the Seven Enumerations made by the Decennial Census, 1790 to 1850, inclusive.

|           |            |
|-----------|------------|
| 1790..... | 3,929,872  |
| 1800..... | 5,305,952  |
| 1810..... | 7,239,814  |
| 1820..... | 9,638,131  |
| 1830..... | 12,866,920 |
| 1840..... | 17,063,353 |
| 1850..... | 23,144,126 |

**Table II.**—Prospective view of the Population of the United States from 1860 to 1950, inclusive, on the ratio of one and a third decennially, as found by Table I, very nearly.

|           |             |
|-----------|-------------|
| 1860..... | 30,958,000  |
| 1870..... | 41,115,000  |
| 1880..... | 54,839,000  |
| 1890..... | 73,144,000  |
| 1900..... | 97,525,000  |
| 1910..... | 120,034,000 |
| 1920..... | 160,045,000 |
| 1930..... | 213,360,000 |
| 1940..... | 285,480,000 |
| 1950..... | 379,307,000 |

#### Report of the Lawrenceburg and Upper Mississippi Railroad Company.

It is with much pleasure the board is enabled to state, that within the last year, many favorable changes in the condition and prospects of the road have taken place. Its importance as a leading road has begun to be fairly appreciated at home and abroad, resulting in largely increased subscriptions of stock, and in the sale on advantageous terms of all the company's issue of 7 per cent bonds, and of the city and county bonds issued in payment of stock by the city of Lawrenceburg and the county of Decatur.

In January last, the graduation, masonry and bridging, furnishing cross-ties, and laying track of all the line between St. Omer and Indianapolis, was let to Messrs. Wilson, Vance & Co.; the road bed to be completed by the first of July, 1853, and the track laid by the 1st of October following. With the exception of \$20,000 in money, this work is to be paid for entirely in stock and company bonds.

Being sufficiently strengthened by increased subscriptions of stock, and the favorable sale of bonds in May last, the board believed it to be their duty to make some improvement in the line, particularly between Greensburgh and Shelbyville. A new and perfectly straight line being run between those points, was found to be one and one-sixth miles shorter, and the graduation over \$12,000 cheaper than by the former line, and was accordingly adopted. \$27,000 of work on the old line was thereby abandoned, and the company will also lose the benefit of the conditional subscription of stock made at St. Omer, which was the original inducement for going by that place. But the importance in avoiding the curves in the first line, and obtaining what with the line west of Shelbyville, is equivalent to a straight line of 45 miles in extent, and the saving of one and one-sixth miles less of track, and the running of a track that much shorter, and without curves for even a very few years, will, however, more than make up any present loss or inconvenience.

The force of the old line was at once transferred to the new, and the work upon it is progressing with commendable rapidity. It will not, however, as was before expected, be ready to receive the superstructure this fall, but the contractors are engaged to have it ready for the track early next spring.

In consequence of this change, the work between Shelbyville and Indianapolis is far in advance of that east to Greensburgh, and could without much exertion be prepared for the iron this season. But it is not intended to lay this part of the track until spring, when it will be completed and ballasted by the time the line between Shelbyville and Greensburgh is ready for the superstructure.

The construction of the road bed east of Greensburgh has not proceeded as rapidly as we could wish. These contracts were payable mostly in stock and real estate, and the board were compelled in several instances, to modify them with additional cash payments, to enable the contractors to press forward as desired. In several instances, also, the company had to take the work from the contractors, and put their own men upon it, to insure its being kept out of the way of the track-layers.

All of the iron purchased last year has come to hand, and in April last 8000 tons more was purchased, at favorable rates, and before the rise in rails took place. The same quantity would now cost \$60,000 more than we gave for it.—This lot of rails is of 56 pounds per yard, except 1000 tons, which is of 60 pounds, and all of Welsh manufacture except 2000 tons of American. 950 tons of this last purchase has arrived at Lawrenceburg, 2200 tons in New York and on the way to the west. These quantities are sufficient to complete the road to Greensburgh. The 2000 tons of American rail will be delivered at Pittsburgh, ready to be shipped upon the first rise of water, and the residue of 3000 tons is to be delivered at New Orleans in December, and will be forwarded by way of the Jeffersonville road to Shelbyville, for use at the end of the line.

Twelve miles of track is now in use, and the work is progressing at the rate of one and a half miles per week. Six miles further will take us out of the creek valley and upon the level table land, with generally straight lines, upon which the track

layers expect to make from two and a half to three miles per week.

On the 23d inst., the members of the board passed over the line so far as laid down, and were much gratified at the substantial manner in which the work was being performed.

Six inches of gravel has been distributed over 11 miles, and shovelled under the cross-ties, and on four and a half miles the track has been filled in the second time. Only one engine has yet been employed; another is now on its way, two more are to be delivered next month, and two more in November; with this force we hope to be able to put at least one foot of gravel upon the whole line to Greensburgh before spring. A sufficient force will then be transferred to the work between Shelbyville and Indianapolis, and from that to the line between Shelbyville and Greensburgh.

Final locations have been made of the line thro' Shelbyville, Indianapolis and Lawrenceburg, and very eligible spots have been procured in each place of ground for the use of the Co. At Lawrenceburg, the company have purchased property for these purposes, fronting 1400 feet on the Ohio river by 150 feet deep, and also a wharf of 300 feet front, extending to low water. The residue of the company's property fronts on the public wharf for its whole distance, and is in the most public and business part of the city.

A very valuable block of 2½ acres, in New Lawrenceburg, has been purchased as a location for an engine house and work shops, besides which, in the same neighborhood, the company possess two lots of 8 and 21 acres, which will be reserved for future use. Also, at Indianapolis, in addition to the depot lot, which is within three squares of the centre of business we have purchased a lot of ten acres, adjoining the city limits for company use.

In running the line over town and city lots, we have generally found it advisable to purchase the entire lot rather than pay the damages required. In this way many valuable lots have been obtained; ultimately it is believed, the remnants will repay the company their entire cost.

The rolling stock consists of one engine, and another daily expected; forty gravel cars, now in use; five platform eight wheel cars—fifteen more nearly ready; two eight wheel boarding house cars, and some few horse and hand cars. With the exception of the wheels and axles, these have all been built at the company's shops.

In addition, we have wheels and axles for eighty eight wheel cars, which will be prepared for use this season; one passenger car has been purchased and is on its way to Lawrenceburg; five engines, and wheels and axles for one hundred eight wheel cars have been purchased for delivery next season; and it is designed to purchase, ready made, twenty five horse cars for use this winter. Thus, by the opening of the road to Indianapolis, we shall possess a force of 11 engines, and over 250 cars, to which must be added, at least, four more passenger cars, and perhaps some more freight cars.

Sales of real estate have respectably increased without any special effort to effect them; and it is gratifying to perceive that the company are to sustain no loss in their real estate operations, it being our present impression that we will realize from it the entire cost, with interest, taxes, and repairs:

In April last, these sales amounted to.....\$73,562  
Now amount to.....104,216

When not sold to contractors for work, these sales have generally been made one-fourth cash, and one, two, and three years' interest, bearing paper for the residue.

Since the expose published in April last, our stock has increased to the sum of...\$943,396  
From this must be deducted the amount of conditional subscriptions on the St Omer line, which will probably be withdrawn, say.....20,000

\$923,396

The increase of stock has been principally in real estate, accompanied with 20 per cent of money subscription, payable in instalments.

For the several causes which have been stated—such as the change in the line of road, requiring a refunding of payments made on conditional stock—damages for right of way in running the line over



town lots—procuring property for work shops and depot grounds—change in certain contracts from stock and real estate to a larger money payment—increase in the quantity of machinery, etc., the cash expenditures of the company will be largely increased the present season, and require on the part of our stockholders, a prompt payment of all arrearages of stock due this fall. Notwithstanding all that can be done in this way, so much of our later subscriptions are on postponed payment, that a considerable sum must be obtained from other sources.

The work done, and expenditures for various purposes, now amount to—

|  |           |
|--|-----------|
| For construction .....                                     | \$240,271 |
| Damages for right of way .....                             | 10,871    |
| Two locomotives, cars, etc. ....                           | 42,550    |
| Iron rails, including transportation .....                 | 392,748   |
| Cross ties, laying track and ballasting ..                 | 26,000    |
| Engineering, salaries, discounts, taxes, incidentals ..... | 42,774    |

\$755,214

Expenditures required within the present year:

|  |          |
|--|----------|
| Transportation 2200 tons of rails from N. York to Lawrenceburgh .....            | \$20,000 |
| Transportation 2000 tons of rails to Pittsburgh .....                            | 12,000   |
| Transportation wheels, axles, spikes and 4 locomotives .....                     | 2,500    |
| Cost of constructing 20 more gravel cars (exclusive of wheels and axles) .....   | 2,000    |
| Cost of constructing 50 platform cars ..   | 10,000   |
| Cost of grading yet to be paid in money ..                                       | 30,618   |
| Cost of laying track and ballasting to Greensburgh .....                         | 11,480   |
| Cost of cross ties yet to pay for .....  | 6,077    |
| Cost of chairs .....   | 3,150    |
| Cost of real estate and damages for right of way .....                           | 6,000    |
| Expenditures required on depots, water and wood stations, Union track, etc. .... | 10,000   |

\$113,917

To which may probably be added, depending on the rise of water, the transportation of 2,000 tons rails from Pittsburgh to Lawrenceburgh, and 3,000 tons to Jeffersonville .....

\$133,917

One hundred thousand dollars of this sum the board deem it best to provide for by a temporary loan, which they think can soon be refunded out of the sales of Decatur county bonds, \$50,000 of which will be due the company on reaching Greensburgh with the track—by the sales of real estate, which will largely increase on the advance of our road into the interior where the property is situated, and by the falling due of stock instalments.

The board would express their entire confidence in being able to reach Greensburgh—42 miles—with the track in January next; when, it is their opinion, a very respectable amount of business will be realised; and that the entire road will be under travel to Indianapolis by the 1st of October, 1853. They also have the pleasure of stating that the work on the Ohio and Mississippi road, between Lawrenceburgh and Cincinnati, is now progressing; and that we are promised a connection with Cincinnati as soon as we can complete our line to Indianapolis. Until that is done, arrangements will be made with the packets now running between Lawrenceburgh and Cincinnati, for the transport of our freight and passengers, which can conveniently and readily be effected, as our line will terminate directly upon the public landing.

The limits prescribed for this communication will not permit the board to indulge in any observations upon the business prospects of the road. It may be proper, however, to say that, since the former report, the Terre Haute road has been completed; and that the Lafayette and Bellefontaine roads will be, within a few weeks; while several miles will be added to the Peru road the present season—so that every expectation of the importance of our connections at Indianapolis, are to be realised even before our own road can be completed.

G. H. DUNN, President.

September 25th, 1852.

#### Finances of New Orleans.

We abstract from a statement made by Wm. H. Garland, Esq., of New Orleans, of the debt and finances of that city the following facts.

The indebtedness is divided into two classes, the old city debt prior to the division into municipalities, and that which has been incurred by the municipalities since.

The following is the date and amount of bonds constituting the old city debt:

| Date                     | Rate of Interest. | When due & payable. | Amo't.   |
|--------------------------|-------------------|---------------------|----------|
| 1830, May 1 .....        | 6 per cent.       | 1850                | \$57,000 |
| 1833, March 1 .....      | "                 | 1851                | 177,000  |
| 1833, February 1 .....   | "                 | 1853                | 150,000  |
| 1847, January 16 .....   | "                 | 1854                | 9,000    |
| 1835, March 20 .....     | "                 | 1855                | 9,000    |
| 1830, July 1 .....       | "                 | 1855                | 100,000  |
| 1834, November 1 .....   | "                 | 1855                | 350,000  |
| 1835, January 1 .....    | "                 | 1859                | 100,000  |
| 1835, January 1 .....    | "                 | 1860                | 100,000  |
| 1835, September 1 .....  | "                 | 1860                | 100,000  |
| 1833, December 30 .....  | "                 | 1863                | 200,000  |
| 1834, August 1 .....     | "                 | 1864                | 359,000  |
| 1834, September 15 ..... | "                 | 1864                | 45,000   |
| 1836, January 1 .....    | "                 | 1866                | 500,000  |
| 1833, July 20 .....      | "                 | 1873                | 364,000  |
| 1836, March 1 .....      | "                 | 1876                | 46,000   |

\$2,666,000

Interest coupons due and unpaid on the 8th November, 1851 .....

202,065

Total of Old City debt .....

\$2,868,065

At the division of the city a sinking fund was provided, but bad management and commercial revulsions have rendered these assets almost worthless. With the exception of \$60,000 of assets, the amount to be obtained from sales of the Batture and the hope of realizing something from the lands, etc., donated by Stephen Girard to the city, the liquidation of this debt will be a tax on the resources of the city. Some \$500,000 of bonds were issued to the Commercial Water Works in exchange for stock, and from the dividends paid on the stock, a portion of the bonds was redeemed, leaving \$364,000, while the city still holds \$500,000 in stock. It is believed that this stock will rise sufficiently in value to pay off the balance of the bonds. From the sale of the Batture, it is estimated sufficient to pay the interest past due, will be received. These sums amount to \$566,065, and reduce the debt to \$2,302,000. The act of March, 1836, defective in providing for the payment of this interest, and apportioning it on the Municipalities, and this joined with their jealousies, the result in part of the different character and origin of their respective populations led to neglect in the payments, and threw consequently a cloud on the credit of the city.

The debt contracted by the Municipalities is as follows:

| Municip.     | Funded debt. | Floating debt. | Total.         |
|--------------|--------------|----------------|----------------|
| First .....  | \$492,300 00 | \$664,256 80   | \$1,156,556 80 |
| Second ..... | 1,749,660 00 | 1,011,650 98   | 2,761,310 98   |
| Third .....  | 636,480 00   | 263,705 37     | 900,185 37     |

\$2,878,440 00 \$1,939,613 15 \$4,818,053 15

From this deduct cash assets .....

\$577,826.69

and we have the total debt of the city.

Old city debt .....

2,302,000

Debt of Municipalities .....

4,240,236

\$6,542,236

The real estate of the three Municipalities is:

|              |            |
|--------------|------------|
| First .....  | 17,449,300 |
| Second ..... | 30,195,710 |
| Third .....  | 6,794,623  |

54,439,633

Capital and slaves .....

124,826,435

Total .....

\$69,266,068

The estimated expenses of the city government for 1852, are:

|              |           |
|--------------|-----------|
| First .....  | \$493,353 |
| Second ..... | 615,791   |
| Third .....  | 117,233   |

\$1,226,377

The receipts of the Municipalities other than from direct taxation, are:

|              |           |
|--------------|-----------|
| First .....  | \$269,250 |
| Second ..... | 355,978   |
| Third .....  | 114,475   |

\$739,703

Leaving a balance of \$458,666, to be raised by direct taxation on real and personal estate, for the ordinary city expenses of the year.

The recommendations of the author of this statement have been already carried out in the amended charter of the city, and the payment of city liabilities made the first and indispensable duty to precede every other description of business. The credit of the city has been restored, and from this statement it will be seen that the city has abundant means to give assistance to the great lines of railroad, the completion of which must be her sole reliance if she would maintain her old command of the export trade of the valley of the Mississippi.

The trade and commerce of New Orleans for the 12 months ending August 31st, 1852, will be found of interest in the same connection.

The value of products received from the interior during that time is, \$108,051,708, against \$106,924,083, during the previous year. The value exported was \$76,344,669, of this \$48,076,197 was to foreign ports, and \$28,268,327 coast-wise.

The total receipt of cotton from all sources was 1,429,183 bales; the average price was 8 cents per pound, and the average weight per bale 438 pounds, giving an aggregate weight of cotton received at New Orleans of 625,982,154 pounds.

The sugar crop of 1851 proved to be 236,547 hhds estimated at 257,138,000 pounds; to this must be added the stock on hand at the close of last season, 2,200 hhds, which has been distributed as follows: Shipments out of the state .....

53,000

Consumption of city and neighborhood .....

18,000

Taken for refining in city etc. ....

15,000

Stock now on hand .....

3,000

Quantity taken for the west .....

149,547

The total consumption of the United States is put down at 321,736 tons.

The product of molasses is set down at 18,300,000 gallons, and of this 15,600,000 gallons is the quantity taken for the consumption of the south and west.

The stock of tobacco at the commencement of the year was 23,871 hhds. The total receipts subsequent are 89,675 hhds, including 11,740 strips and 2,118 stems.

The receipts of flour were 927,212 bbls., against 941,106 last year, and of Indian corn 3,750,000 bushels, against 3,300,000 last year. The total exports of flour amount to 544,711 barrels, against 583,418 last year: of this quantity 138,569 barrels were shipped to Great Britain; 70,445 to the West Indies, and the balance to coast-wise ports. Of Indian corn the total exports have been 2,182,000 bushels, against 1,300,000 last year.

The exports of lard for the year are equal to 992,543 kegs, against 738,956 last year.

The exports of lead since 1st Sept., are 256,939 pigs, against 320,608 last year.

The receipts of hemp were 17,149 bales against 25,116 last year, the exports are 15,728 bales all to northern ports.

The import of coffee from Rio was 353,616 bags; from Cuba, etc., 12,525, and received coastwise 35,000, making a supply of 425,141 bags, an increase of 71,384 over the supply of the previous year. The total number of arrivals from sea since 1st Sept., 1851, is 2,351. The entries at the Custom House for the year ending 30th June, 1851, were, whole number, 2,266, tonnage 910,855

#### The Cotton Trade.

The Savannah Republican, in a long article under the head of the production and consumption of Cotton, estimated the supply of Cotton for 1852, as follows:

|  | Bales.    |
|--|-----------|
| Crop of the Southern States.....                   | 3,015,000 |
| Crop of Pernambuco, Aracati, and Ceara, about..... | 75,000    |
| Crop of Bahia and Macio, about.....                | 40,000    |
| Crop of Maranhão, about.....                       | 30,000    |
| Crop of Demarara, Berbice, etc., about..           | 1,000     |
| Crop of West Indies, about.....                    | 7,000     |
| Crop of Egypt, about.....                          | 135,000   |
| Crop of East Indies, about.....                    | 125,000   |
| Crop of all other places, about.....               | 24,000    |

|   |           |
|---|-----------|
| Making the crop of 1852, about.....           | 3,448,000 |
| To which add stock on hand Jan. 1, 1852, viz: |           |
| Liverpool.....                                | 425,000   |
| Havre.....                                    | 23,000    |
| United States.....                            | 128,000   |

And we have the total supply of Cotton, for 1852, about.....4,024,000

This crop of 1852 was thus distributed:

|   |           |
|---|-----------|
| United States home consumption, bales..             | 603,000   |
| " " exports to England, bales..                     | 1,668,749 |
| " " exports to France, bales..                      | 421,375   |
| " " exports to North of Europe, bales.....          | 168,875   |
| " " exports to other foreign ports                  | 184,647   |
| Imports from other countries in England, about..... | 375,000   |
| Imports from other countries in France, about.....  | 25,000    |
| Consumed at other places.....                       | 1,354     |

Total .....3,448,000

The increase in the supply of Cotton for the year ending on the 1st of September last, The Republican estimates at 660,000 bales, as compared with that of the preceding year, and then proceeds to show that the consumption has been fully commensurate with the increased production. It elucidates its position thus:

|  |         |
|--|---------|
| Stock 1st Sept., 1852, in the U.S..bales.. | 91,000  |
| Stock 1st Sept., 1852, in England.....     | 617,400 |
| Stock 1st Sept., 1852, in France.....      | 63,000  |

|  |         |
|--|---------|
| Total stock on hand.....   | 771,400 |
| Deduct increase of last over the previous crop of the South..... | 660,000 |

And it would leave a stock of only.....111,400  
Against a stock of between 700,000 and 800,000 bales on the 1st September, 1851, thus showing that the increased product has been all taken up.

The average weekly deliveries for consumption for 1852, are estimated at:

|                                       |        |
|---------------------------------------|--------|
| In the United States.....bales.....   | 11,595 |
| In Great Britain.....                 | 38,500 |
| In France.....                        | 8,750  |
| To North of Europe, Germany, etc..... | 10,550 |
| To other foreign consumers.....       | 3,550  |

Making the weekly consumption.....72,945  
Showing a consumption of 3,793,140 bales for the year. On these premises, The Republican concludes that:

If our estimates of the weekly deliveries of cotton for consumption be near the truth and the present rate of consumption is not checked, it appears that the demands of commerce require a crop this year of nearly 3,800,000 bales. This amount of the raw material must be produced, otherwise the stock re-

maining over from the last crop will be consumed. The supply this year will, in all probability, not be greater than it was the last. It is not anticipated that the supply from foreign production will exceed that of last season, say about 450,000 bales. Is it probable that the present crop of the Southern States will go beyond 3,000,000 bales? If not, and we estimate the supply of the raw material from all quarters the same as that of last year, and consumption should continue at the same rate, it would result as follows:

|  | Bales.    |
|--|-----------|
| Estimated production of cotton in the world..... | 3,450,000 |
| Estimated stock, Sept. 1, 1852.....              | 771,400   |
| Total supply for 1853.....                       | 4,221,400 |
| Probable consumption at present rates.....       | 3,793,000 |

Leaving a stock of.....428,400  
Thus it appears, that even allowing the supply from all quarters to reach the maximum of 4,225,000 bales, at the present rate of consumption there would only be a stock of 428,000 bales left of it at close of the next cotton season, being 40,000 bales less than the stock on hand 1st Sept. last.

#### Massachusetts Railroad Statistics.

Taunton Branch Railroad.—Incorporated in 1833. Opened in 1836. Length, 11 miles, (single track.) Cost, Jan. 1, 1852, \$307,100.

The following table exhibits the operations of the road, during the last ten years; its cost, and the market price of the stock, at the beginning of each year:—

| Year.     | Cost.     | Value of stock. | Gross receipts. | Running expenses. | Net income. | Dividends.      |
|-----------|-----------|-----------------|-----------------|-------------------|-------------|-----------------|
| 1842..... | \$250,000 | \$112 per sh.   | \$77,170        | \$34,850          | \$22,320    | 8 per cent.     |
| 1843..... | 112       | 74,251          | 50,366          | 23,385            | 26,981      | "               |
| 1844..... | 125       | 96,687          | 60,366          | 23,385            | 36,981      | "               |
| 1845..... | 135       | 116,537         | 81,504          | 35,033            | 46,471      | "               |
| 1846..... | 147       | 123,067         | 90,003          | 38,164            | 51,839      | "               |
| 1847..... | 148       | 113,910         | 85,635          | 38,215            | 47,420      | "               |
| 1848..... | 149       | 108,101         | 89,142          | 18,959            | 70,183      | "               |
| 1849..... | 150       | 108,398         | 84,979          | 30,419            | 54,560      | "               |
| 1850..... | 151       | 114,466         | 86,008          | 27,558            | 58,450      | "               |
| 1851..... | 307,100   | 131,293         | 104,291         | 27,002            | 77,289      | "               |
|           |           | \$1,063,880     | \$798,466       | \$268,414         |             | Av. 8 per cent. |

#### The Danville Railroad.

As a proof that we have never overestimated the importance of this road, we will take a simple statement. It will carry conviction along with it.

In March the receipts were a little above \$6,000. In April they had risen above \$7,000. In June, they were upwards of \$9,000, and during the month of August, they were more than \$12,000! When it is recollected that it has only gone sixty five miles, some idea may be formed of what it will be when it gets into the rich portions of Halifax, Charlotte and Pennsylvania, and obtains command of the tier of tobacco counties lying along the frontiers of North Carolina and Virginia.

We think the public here will justify us for pushing this road through. At first they were disposed to laugh at us.—*Richmond Dispatch, Sept. 22.*

#### The Magnetic Telegraph in Hindostan.

A magnificent system of magnetic telegraphs is to be immediately introduced into Hindostan. For some time past Dr. O'Shaughnessy, of the medical staff, has been engaged in trying various experiments with short lines, with a view to ascertain the best form of wires and poles for traversing the vast spaces of that country. These trials have given complete satisfaction to the court of directors, and orders have been issued to commence the works forthwith. The lines will commence at Calcutta, and make the tour of the Peninsula. From the "City of Palaces" they will traverse the province of Bengal, following more or less regularly the course of the Ganges, to and through the holy suburbs of Benares, and up to the conjunction of that river with the Jumna at Allahabad, thence they will pursue a pretty direct route to Agra the ancient capital of the Mogul Empire while Delhi was but a provincial town. From Agra they will branch off in a north-westerly direction through Delhi to Lahore, to form the final letter for the subject kingdom of Runjeet Singh. With this immense line of telegraphs, other lines are to be in connection, travelling the entire length and depth of the Peninsula, as these will traverse its breadth. One of these lines will run from the banks of the Hoogly to the Coromandel coast; another will stretch across the Carnatic, traverse Hyderabad, and issue on the shores of the Arabian sea. The three presidencies of Bombay, Madras, and Bengal, will be brought into direct and instantaneous communication with each other, and with the remote provinces lying under the Himalaya mountains, or about the sources of the Indus—a consummation of supreme importance, not only to the security of our military position in the country, but as a means of acting on the inhabitants in the interests of civilization. Railways and magnetic telegraphs will be potent enemies to low superstitions, barbaric habits, and debasing ceremonials. The lightning spirit will be more likely to startle the congregated pilgrims than a regiment of Sepoys at full charge. The length of the lines now projected is upwards of 3000 miles—further than from London to New York—yet it is confidently asserted that the whole system will be finished and in operation in about 3 years. —*Athenaeum.*

#### Virginia and Tennessee Railroad.

The early completion of the Virginia and Tennessee railroad is, in every point of view, a matter of vital importance to this community. The work has already enhanced the value of property in Lynchburg in a very great extent, but the effect of the completion of the road, and the vast amount of trade which it will create, must be to give a still greater value to real estate. The holders of property in Lynchburg have already received a full equivalent for the stock subscribed to the company in the increased value of their property. But, although this is the case, the people cannot avoid feeling the taxes imposed on them to pay the railroad subscription as a burthen. It is desirable to get rid of this burthen as soon as possible. Complete the railroad, and not only are the taxes removed, but there will be at least 4 per cent more dividend on the stock than the amount required to pay interest on the bonds. Not only to the city of Lynchburg, but to the State and to every individual stockholder—the road is worth from 6 to 10 per cent. more for every year saved in its completion. The early completion of the road will also have the effect sooner to develop all the resources of the country which it is to penetrate.

These reflections have been suggested by the very gratifying intelligence, that arrangements have been made to complete the entire work without further delay. Contracts have been entered into for finishing the road, and putting it into complete operation by the 1st day of January, 1855. The work has been let at the lowest prices heretofore paid in cash, and it is to be paid for in bonds of the company, bearing 6 per cent interest, and payable in 20 years. Nothing could be more fortunate than such an arrangement. It is believed that the next Legislature will not fail to extend all the aid desired to the Virginia and Tennessee railroad, but the experience of the past warns us not to place too much dependence on such tardy justice. This intelligence must be peculiarly gratifying to our Southwestern



friends, who have so nobly given their means to be expended on this end of the road. They will gladly hail this assurance of the speedy realization of their hopes.

They have been long groaning under the load of transit charges which have excluded them from the markets of the world. They will be glad to know that in two years, the railroad will carry the products of their fertile soil to the Atlantic coast. Our friends of Tennessee need no longer fear that we shall fail to shake hands with them at the State line, and solemnize the marriage of the Chesapeake Bay with the father of waters. Tennessee must arouse all her energies to be ready for us. In two years from the 1st day of January next, the Virginia and Tennessee railroad will be finished, and will in all human probability, from that day, pay a profit of ten per cent per annum on the entire cost of the work.—*Lynchburg Virginian*.

#### Cincinnati and its Railroads.

The Cincinnati Price Current, in its annual commercial review of the commerce of that city, gives the following notice of some of the railroads terminating at that city:

This thriving city is now the center of an immense railway connection; and, like Boston, she is rapidly feeling the good effects of it, by an immense increase in the value of her taxable property, the augmentation of her commerce, and the prosperity of her manufacturing interests. St. Louis must follow the example of the cities we have named—and like them, the benefits will be apparent. The stock of the "Little Miami railroad," says the reviewer, is now worth \$54 per share, for \$50 paid. It seems that so little confidence was placed in railroad enterprises when this road was first projected, that parties who had subscribed for the stock, offered to sell out for \$12 50 for \$50 paid—and in one instance, it was actually sold for \$7 per share.—Now it pays a dividend of 10 per cent, and the stock is sought for with avidity at \$54.

In relation to the Ohio and Mississippi railroad, the Current says:

"The Ohio and Mississippi railroad is making satisfactory progress, and since our last report has been placed under contract for its entire length, 335 miles. Messrs. H. C. Seymour & Co., the contractors for the road, have sublet that portion of the line extending from this city to its intersection with the Jeffersonville railroad in Indiana, and also the western division extending through the state of Illinois from Vincennes to the Mississippi river opposite St. Louis. Engineering parties in large force, are preparing the remainder of the line, (about 120 miles) which will, doubtless, be sublet in a few weeks. Already the laborers are at work at various points in the three states, and additional grading forces are daily being added to those already on the ground. New vigor has been imparted to the enterprise, and with the present prospects it is confidently anticipated that cars will be running in connection with the Madison and Indianapolis railroad within twelve months, and the entire distance between this city and St. Louis within three years. "The survey, as made, establish the important fact that this route is nearer to an air line than that of any other in the United States. The intersecting lines in Indiana and Illinois, which are built, or will be finished within three years, are a valuable feature in the future productiveness of this road, and the completion of the routes east from this city will offer a choice of roads to the traveler or shipper, of great value. The Parkersburg route of the Baltimore and Ohio railroad will, when completed give a continuous line of rails from St. Louis to Baltimore, and this latter road is in a state of vigorous prosecution, with hopes of completion in two years from this time.

"We confidently anticipate that funds will not be wanting to complete this important line of communication between our city and St. Louis.

In reference to the last paragraph, the St. Louis Intelligencer says, "we speak advisedly when we say to our Cincinnati brethren that the road is now in such hands that there need be no fears of a want of funds to carry this gigantic enterprise through to early completion. Harmony prevails in the councils of its managers—the contractors to finish

the road are men of great energy, respectability and judgment, and backed by capitalists of the largest means. We know of no impediment to finishing the road within the period designated by the famous resolution of the city council, viz: "within three years."

#### New York.

**Rochester and Syracuse Railroad.**—The Rochester and Syracuse company are making extensive improvements to accommodate their increasing business, in the north-east part of the city. Three tracks are nearly complete from Pitt street—the next east from St. Paul—to West North street, and there is room for a fourth, which will doubtless be put down soon. Their engine house, situated between East and West North streets, is now being roofed. It is about the size, and resembles very much in appearance the building recently put up for a similar purpose by the Niagara Falls company. Workshops are also to be put up by the company in that vicinity. The new track by the straight route to Syracuse, is in a state of forwardness, and a large portion of it completed, with the exception of graveling. It is expected that freight trains will run on the route this winter, and passenger trains early in the spring. The trip from this city to Syracuse will thus be made in two instead of three hours, as at present. The new passenger depot now in progress on the site of the old one, is built by the three companies who use the present one, jointly, we believe. It is to be of brick, a little wider, and some fifty feet longer than the old one. When these and other contemplated improvements are completed, the facilities for business of all the railroads will be increased, and those of the R. & S. road greatly enlarged. With this great increase of railroad interest, the value of the property and the business of our merchants, manufacturers, and all other classes, in fact, improves in a similar proportion. As the business of railroads, in this section of the state in particular, is yet in its infancy, we may conclude that the same remark is equally applicable to the business of our city, its growth and prosperity.—*Rock. Union*.

#### Massachusetts.

A very large and spirited meeting of the citizens of North Danvers was held at Granite Hall on Thursday evening, to take measures to construct a railroad from that village to South Reading, under the charter granted the last winter. Joseph Adams was chosen chairman and Joseph S. Black, secretary. The project was explained to the meeting by Wm. D. Northend, Esq., president of the Danvers and Georgetown railroad, and by Mr. Cunningham the engineer. Mr. Charles Flint, of North Reading, Mr. Danforth of Lynnfield Centre, Mr. Eben S. Poor of South Danvers expressed the interest which their respective towns had in the enterprise, and pledged their proportion of the stock of the road. A subscription paper was started at the meeting which was headed by Mr. Gilbert Tapley, who subscribed for 100 shares. About 500 shares were taken by other individuals, and a large committee was appointed to solicit subscriptions. It is believed that the stock will be immediately taken up, and the road put under contract in October.—*Freeman*.

#### The Advantages of Railroads.

**The Journey from Washington to Lachine Performed in Twenty-eight hours.**—Sir George Simpson arrived at the Hudson Bay House, Lachine, by the Montreal and New York railroad, on Saturday, having reached that place from Washington, in the unprecedented short time of twenty-eight hours, and from Philadelphia in eighteen hours, including stoppages at all places along the different lines.

The following will show the exact time occupied in running the whole distance between Washington and Montreal, 607 miles:—

|                                    |       |
|------------------------------------|-------|
| Left Washington at 4 o'clock P. M. |       |
| " Baltimore 5½ "                   | P. M. |
| " Philadelphia 1 "                 | A. M. |
| " New York 6 "                     | A. M. |
| " Burlington 4 "                   | P. M. |
| " Plattsburg 6 "                   | P. M. |
| " Lachine 7.55 "                   | P. M. |

Average time, 22½ miles, including stoppages.—*Montreal Herald*.

#### Speed and Fares on the Great Western, and London and North Western Railways.

It appears from a comparison of the speed and fares of the express trains upon these railways, that the speed of the fastest trains between London and Bristol on the Great Western is 43 miles per hour, and on the London and North Western, between London and Birmingham, 40 miles per hour; the difference in favor of the former company being three miles per hour. The speed of all the mixed trains between London and Plymouth, and London and Liverpool, is 35½ miles per hour on the G. Western, and 36½ on the London and North Western—being one mile per hour in favor of the latter. The average fares per mile on the Great Western are—for first class, 3.068d., and for second class, 2.502d.; while on the London and North Western the average is, for first class, 2.676d., and for second class, 2.178d.; showing a difference in favor of a passenger traveling by the London and North Western railway of 0.392d. for first class, and 0.324d. for second class. A comparison of the time occupied and fare charged on a journey of 246½ miles on both lines, shows a difference in time in favor of the London and North Western of 34 minutes by a first class train, and of twelve minutes by a mixed train; and also at the same time a saving of 8s. 1d. for that distance by the first class, and of 6s. 8d. by the second class; the fares on the Great Western railway for first class being 63s., and for second class 50s. 6d.; while on the London and North Western the fare for the first class is 54s. 11d., and for the second class 43s. 10d. By the mail trains, the average speed per hour is 25 miles on the Great Western, and 28 miles per hour on the London and North Western; the difference in favor of the latter being three miles per hour. The average fares per mile on the former railway amount to 2.724d. for first class, and 1.867d. for second class; while on the latter railway they amount to 2.419d. for first class, and 1.775d. for second class; showing a difference in favor of the latter of 0.315d. for first class, and 0.092d. for second class. A comparison of the time and fares calculated on a journey of 246½ miles, shows a saving in favor of the London and North Western of 58 minutes, and of 6s. 3d. in first class fares, and 1s. 10d. in second class fares. By the ordinary trains, the average speed per hour on the Great Western is 25 miles, and on the London and North Western 26½ miles, being 1½ miles in favor of the latter. The saving in the first class fares being 0.583d., and in second class fares 0.291d. per mile also in favor of the latter company. A comparison of the time occupied on a journey of 246½ miles, shows a difference in favor of the London and North Western of 21 minutes, the time occupied by the Great Western trains being 9h. 53m.; by the London and North Western 9h. 32m. The saving in the first class fares is 12s. 4d., and in the second class fares, 6s. 1d. in favor of the latter company.—*C. E. & A. Journal*.

#### Ohio.

**Wellsville and Wheeling Railroad.**—The recent fair at Cleveland carrying thousands of the citizens from this region of country to the Reserve, over the railroad from Wellsville to Cleveland has aroused a new spirit in favor of the extension of that road to Wheeling. They have seen the capacities of the road, the trade it opens, the character of the people and the products of the country, and all unite in saying the road must be built and that promptly, either one side of the river or the other. It has already been delayed for months by the apathy of those on the west side, and a manifestation of a spirit of opposition in Steubenville, and by some of the farmers along the route.

It is now determined, we learn, by all parties, that if that state of things continues on the west side, the road must be made on this. We know that a large proportion of the citizens of Wheeling prefer this side. Be it which it may there should be no delay in it. The road is needed, will be profitable, can easily be built if the people put their shoulders to the work, and will form one of the most valuable national works in the Union.

This road will cost about \$650,000 only, it will unite us with long roads on the north and on the south, form the shortest route between the great lakes and the Atlantic, and prove the best outlet for our products in either way. It is plain that the

road ought to be made, the connection formed.—Now which side of the river will do best, which furnish the most stock, and the greatest facilities? Wheeling has done her part, Cleveland her part, are those along the lines ready to take it up and say where they will have it by furnishing the stock and the ground?—*Wheeling Gazette*.

## American Railroad Journal.

Saturday, October 16, 1852.

### Railroad Iron.

Railroad iron cannot now be imported at less than \$56 or \$52 per ton. Within a year from date, the English article has been laid down upon our wharves at \$35. The advance therefore is equal to from \$15 to \$17 per ton. Notwithstanding the high figure it has reached, we do not see any prospect of an immediate decline.

This advance operates with peculiar hardship upon such of our companies as are now compelled to purchase. A company having a road of 100 miles in length will have to pay from 150 to \$170,000, in duty alone.

There is certainly a great injustice in subjecting railroads to this heavy burden. These works are great public blessings, by which the national treasury is as directly benefitted as are the people themselves. The great increase of our revenue over all precedent and expectation, is attributable to the rapid progress of our roads, which increase vastly the ability of our people to purchase. Were it our object to adopt a policy for the purpose of augmenting the revenue of government, there would be none so effectual as to encourage railroads. Those works are securing to us an overflowing treasury, independent of what is paid by them in the shape of duties. It would certainly be a wise, as it would be a just course, to yield the less, for a vastly greater good.

We are satisfied that high prices must rule for some time to come. At present, prices in England depend upon the labor question. It is a grave question whether the vast immigration to Australia from Great Britain, will not increase permanently the price of labor there, and reduce the great disparity, in this respect, between that country and this. That such will be the result to a certain extent, there can be no doubt. The surplus Irish population is pouring into the United States, while the corresponding classes in England and Scotland are moving off in immense hordes to the gold regions in Australia.

We can now see that it has proved a great misfortune that so many of our iron establishments have been closed. The make both in this country and England has gone into few hands. In such a state of things it was inevitable that iron should go to a high figure the moment the demand should exceed the supply. The present prices must rule for a comparatively long period, as it will require some years to get new works of sufficient capacity to meet the increased demand, under weigh.

The extraordinary fluctuations which a course of years throws in the prices of iron indicates an unnatural state of the trade. The supply of raw material, both in this country and Europe is inexhaustible; and the production does not in any degree depend upon the vicissitudes of the season. Were we entirely supplied by the domestic product, these violent fluctuations could not occur. Our establishments would be scattered over nearly the whole extent of the country, and their annual make and capacity would be suited to the extent of the

demand. The gradual increase of demand would, as in other kinds of business, be foreseen and provided for; so that there would be but little danger either of over or under production. While on the other hand, we depend entirely upon a foreign maker for this prime agent in all departments of industry, we must continue to experience what we have always suffered, great and unforeseen changes in price. The foreign maker is governed by present demand. The prospective wants of our country do not enter into his calculations, and consequently he is in no condition to meet them when they shall arise. Such is the present condition of the manufacture in England. Cannot we adopt some policy which shall secure to us both reasonable and uniform prices?

### Great Trunk Line Railroad.

It appears probable that Mr. Jackson, the distinguished English contractor, will get the contract for the construction of this road, which is to extend from Montreal to Hamilton. About the time of his arrival in this country, certain parties in Canada had obtained control of the charter, by subscribing the requisite amount of stock, and organizing the company. This movement compelled Mr. Jackson to negotiate with a private company, instead of the Government, and the parties had not up to a recent period, been able to agree upon terms; the company insisting that Mr. Jackson should take the contract at £6,000, while his proposition was for something like £8,000 per mile, we believe. The late Canada papers we see, expresses the opinion, that a compromise will be agreed upon, and that Mr. Jackson will take the contract at something like £6,000. We do not vouch however for the correctness of any of the above statements.

Laying aside the question as to price to be paid, we think it would be a good thing for the Canadas to have the contract given to Mr. Jackson. The Provinces need the road at once; and we understand that Mr. J. represents a large amount of capital, which could be brought to bear upon the project, and would probably secure its completion at an earlier day, than if the work were let to different contractors in the ordinary mode.

### California.

**Sacramento Valley Railroad.**—A company has been formed to construct a railroad from Sacramento city to a point on the Yuba river, ten miles above Marysville, Mountain city. The necessary stock for organization, under the law, has been subscribed, the money paid into the Treasury, and the papers filed in the office of the Secretary of State. Books were to be opened for subscription and the work commenced immediately. The last advices from Australia furnish a parallel to this in the contemplated construction of a railroad in the gold regions of that country, and leading from Mount Alexander to Melbourne.

### Maine.

**Kennebec and Portland Railroad.**—At a meeting of stockholders, at Augusta, on the 30th ult., it was voted to choose seven directors, and the persons elected were—Ruel Williams, I. D. Lang, F. Lally, M. S. Hagar, G. F. Patten, W. D. Sewall, and Jos. McKeen. A vote was passed authorising the directors to issue bonds, to an amount not exceeding \$250,000, to be appropriated for the payment of bonds falling due, land damages and claims upon the company, which it was supposed would free it from debt. A vote was also passed for liquidating the interest on the original stock up to the time the road went into operation, in January, 1852.

### Industrial Resources of the South and West.

BY J. D. B. DE BOW, PROFESSOR OF POLITICAL ECONOMY IN THE UNIVERSITY OF LOUISIANA.

This is a collection in three volumes, of a large number of statistical and other papers mostly connected with the progress and social condition of the states of the south and the valley of the Mississippi. They exhibit not only the growing wealth and greatness of this infant empire, but reflect great credit on the industry and talents of Mr. De Bow, the editor of the *Commercial Review*, published in the city of New Orleans. The Review is warmly and intelligently devoted to the interests of the south, and has earnestly advocated the extension of internal improvements in those states, and especially the construction of those vast lines of railroad from New Orleans, which seem to rival not only the works of the north, but even aim at an equal extent with the great rivers that have hitherto fed the commercial importance of that depot of the products of the Mississippi valley. We think that no merchant or public man should neglect to secure the valuable information embodied in the authentic reports and statistical tables of these volumes. Professor De Bow's reputation as a scholar and statistician, is a sufficient guaranty for the accuracy and completeness of every paper contained in the collection. The work is very neatly got up, and the present volume contains over 400 pages of closely printed reading matter. It is for sale at all the leading book stores.

### Ohio.

**Hamilton and Eaton Railroad.**—The Eaton Register says the freights receivable there on the railway for the last week, amounted to \$1,000. The amount of business on this way, says the Register, exceeds the anticipations of its most sanguine friends. A few days since, 23 loaded cars left Cincinnati for various points on the road, and it is not uncommon for even a larger number to be loaded with the produce of the country for the city. When the first efforts were made to obtain stock to build the road, the best informed estimated 40 as the number of through passengers each way per day, and 100,000 tons of freight per annum; and with that business it was thought the road would pay good dividends. These predictions will be more than doubled in the amount of business, and the net profit would be largely increased beyond that, were it not that the tariff of freights from Hamilton to Cincinnati are so low as to draw freight from the Eaton line to Dayton. The opening of the road to Eaton has had a very beneficial effect on the business of that town, and it is fast improving.

### New York and Erie Railroad.

The six feet track of this road is soon to be extended to Jersey city, which is its natural Eastern terminus. The station at Piermont will only be used, we presume, in connection with the freight business. For the accommodation of this business it will continue to be very useful.

The work upon 125 miles of double track now in progress, is proceeding with vigor. From New York to Elmira at least, a double track is indispensable to the success of the road. The completion of all the branches that connect with this great work in the Susquehanna valley, will throw an amount of business upon it altogether above the capacity of a single track road. The double track will not only vastly increase the receipts, but will diminish in almost equal ratio, the cost of transportation.



**Dayton and Michigan Railroad.**

We understand, says the Dayton Journal, the work of putting down the iron on this railway will be commenced to-day. The iron is of American manufacture; the bars are twenty-four feet in length. A sufficient quantity has arrived to lay about four miles of track.

As soon as the iron is down to the gravel pits, three miles from Dayton, the road bed will be widened considerably. The grade was made of the present width, with the view of enlarging it by the aid of the locomotive and the gravel train.

**Massachusetts.**

**Saugus Branch Railroad.**—The Lynn News says the cars will commence running regularly on the Saugus Branch railroad in about four weeks. The work is progressing rapidly, and the track is already laid most of the way. The new depot, at West Lynn, is nearly finished, and is one of the finest buildings of the kind that we have seen. This R. R. promises to increase the business and prosperity of the western portion of the city.

**Canada—Retaliation.**

There does not appear to be much probability, that the Canadas will carry out their proposed Retaliatory measures, after all. The plan meets with a strong opposition at home, and as far as its effect upon this country is concerned, it is the most absurd proposition ever thought of. Reciprocity is not a difficult measure to carry, for the reason, that it can be shown to be eminently advantageous to all parties. When a measure possesses real merit, it is very unwise to endanger it, by taking an absurd and untenable position.

**Stock and Money Market.**

The money market is without any particular change. Money continues abundant for all the ordinary business operations and for all legitimate objects of investments. Railroad securities are in fair demand at steadily appreciating prices. The fancy stock market has recovered somewhat from the extreme low point of its recent depression. The fluctuations in such stocks are often independent of the condition of the money market.

Railroad securities, particularly those of new roads, are daily becoming more and more popular for investment. The results attending the opening of every new road tend to strengthen this favorable opinion. The aggregate investment in this country is highly remunerative, more so probably, than investments in any other branch of national industry. The average increase of earnings, the present over the past year, upon old roads, will exceed 20 per cent., while upon the new they far exceed the most sanguine expectations.

**EARNINGS OF RAILROADS FOR AUGUST.**

|                                | 1851.     | 1852.     | Increase. |
|--------------------------------|-----------|-----------|-----------|
| Erie.....                      | \$263,964 | \$313,601 | \$49,637  |
| Philadelphia and Columbia..... | 36,170    | 39,869    | 3,699     |
| Harlem.....                    | 61,000    | 75,000    | 14,000    |
| N. Y. & New Haven.....         | 66,002    | 74,419    | 8,417     |
| Long Island.....               | 24,337    | 26,022    | 7,689     |
| Saratoga and Wash.....         | 23,236    | 28,417    | 5,180     |
| Ohio and Penn.....             | 26,442    | 33,494    | 33,494    |
| Ogdensburg.....                | 26,442    | 48,041    | 21,599    |
| Southern Michigan.....         | 92,337    | 92,337    | —         |
| Norwich and Wor.....           | 27,022    | 27,517    | 495       |
| Cleveland and Pittsburgh.....  | —         | 30,428    | 30,428    |
| Baltimore and Ohio.....        | 126,845   | 147,383   | 20,538    |
| Cleveland and Col.....         | —         | 80,454    | 80,454    |
| Stonington.....                | 21,906    | 21,161    | —         |
| Little Miami and Xenia.....    | —         | 74,563    | —         |
| Wabash Canal, Ind.,            | 17,401    | 22,886    | 5,484     |

|                                     |         |         |        |
|-------------------------------------|---------|---------|--------|
| Cheshire railroad....               | 26,855  | 32,082  | 5,673  |
| Pennsylvania.....                   | 107,725 | 149,996 | 42,270 |
| Michigan Central....                | 88,360  | 97,987  | 9,627  |
| Albany and Schenectady.....         | 24,264  | 27,264  | 3,000  |
| Rochester & Syracuse                | 105,878 | 86,317  | 19,561 |
| Philadelphia, Wil. & Baltimore..... | 75,423  | 80,538  | 5,113  |

**American Stocks in Europe.**—The Banker's Magazine has the following table of the estimated amount of American stocks now owned in Europe, or advanced on by foreign Houses, and issued for the various purposes of State, City, Banking, and railway companies, as compared with the amount of State stocks so held on the 1st of July, 1848:

|                     | July 1, 1848. | July 1, 1852. |
|---------------------|---------------|---------------|
| Federal.....        | \$11,000,000  | \$45,000,000  |
| New York.....       | 16,000,000    | 40,000,000    |
| Pennsylvania.....   | 30,000,000    | 47,000,000    |
| Ohio.....           | 15,000,000    | 30,000,000    |
| Michigan.....       | 2,000,000     | 6,000,000     |
| Massachusetts.....  | 2,000,000     | 7,000,000     |
| Maryland.....       | 6,000,000     | 10,000,000    |
| Virginia.....       | 6,000,000     | 12,000,000    |
| South Carolina..... | 2,000,000     | 2,500,000     |
| Georgia.....        | 700,000       | 1,200,000     |
| Alabama.....        | 7,000,000     | 8,000,000     |
| Mississippi.....    | 7,000,000     | 7,000,000     |
| Texas.....          | 2,000,000     | 2,000,000     |
| Arkansas.....       | 2,500,000     | 2,500,000     |
| Tennessee.....      | 2,500,000     | 4,000,000     |
| Kentucky.....       | 2,000,000     | 3,000,000     |
| Indiana.....        | 5,000,000     | 10,000,000    |
| Illinois.....       | 10,000,000    | 13,000,000    |
| Missouri.....       | 500,000       | 1,000,000     |
| Louisiana.....      | 12,000,000    | 10,000,000    |
| Total.....          | 141,200,000   | 261,200,000   |

**Railway Share & Stock List;**

CORRECTED WEEKLY FOR THE

**AMERICAN RAILROAD JOURNAL.**

NEW YORK, OCTOBER 16, 1852.

**GOVERNMENT AND STATE SECURITIES.**

|                                    |      |
|------------------------------------|------|
| U. S. 5's, 1853.....               | 102½ |
| U. S. 6's, 1856.....               | 109  |
| U. S. 6's, 1862.....               | 116½ |
| U. S. 6's, 1862—coupon.....        | 115½ |
| U. S. 6's, 1867.....               | 118½ |
| U. S. 6's, 1868.....               | 119½ |
| U. S. 6's, 1868—coupon.....        | 119½ |
| Indiana 5's.....                   | 97½  |
| Indiana 2½.....                    | 53½  |
| " Canal loan 6's.....              | 95½  |
| " Canal preferred 5's.....         | 42   |
| Alabama 5's.....                   | 97   |
| Illinois 6's, 1847.....            | 82½  |
| Illinois 6's—interest.....         | 54   |
| Kentucky 6's, 1871.....            | 109  |
| Massachusetts sterling 5's.....    | —    |
| Massachusetts 5's, 1859.....       | —    |
| Maine 6's, 1855.....               | —    |
| Maryland 6's.....                  | 107½ |
| New York 6's, 1854-5.....          | 108½ |
| New York 6's, 1860-61-62.....      | 115  |
| New York 6's, 1864-65.....         | 122  |
| New York 6's, 1 y., 1866.....      | 123  |
| New York 5½'s, 1860-61.....        | 110  |
| New York 5½'s, 1865.....           | 110  |
| New York 5's, 1854-55.....         | 107  |
| New York 5's, 1858-60-62.....      | 102½ |
| New York 5's, 1866.....            | 107  |
| New York 4½'s, 1858-59-64.....     | 101  |
| Canal certificates, 6's, 1861..... | —    |
| Ohio 6's, 1856.....                | 106  |
| Ohio 6's, 1860.....                | 110  |
| Ohio 6's, 1870.....                | 115  |
| Ohio 6's, 1875.....                | 117  |
| Ohio 5's, 1865.....                | 103  |
| Ohio 7's, 1851.....                | 105½ |
| Pennsylvania 5's.....              | 96½  |
| Pennsylvania 6's, 1847-53.....     | 91   |
| Pennsylvania 6's, 1879.....        | 99½  |
| Tennessee 5's.....                 | 92   |
| Tennessee 6's, 1880.....           | 107½ |
| Virginia 6's, 1886.....            | 109½ |

**CITY SECURITIES—BONDS.**

|                                |      |
|--------------------------------|------|
| Brooklyn 6's.....              | 105  |
| Albany 6's, 1871-1881.....     | 107½ |
| Cincinnati 6's.....            | 101  |
| St. Louis.....                 | 96½  |
| Louisville 6's 1880.....       | 96½  |
| Pittsburg 6's, 1869-1871.....  | 100½ |
| New York 7's, 1867.....        | 110  |
| New York 5's, 1858-60.....     | 103½ |
| New York 5's, 1870-75.....     | 104  |
| New York 5's, 1890.....        | 106½ |
| Fire loan 5's, 1886.....       | —    |
| Philadelphia 6's, 1876-90..... | 105½ |
| Baltimore 1870-90.....         | 106½ |
| Boston 5's.....                | 102  |

**RAILROAD BONDS.**

|   |      |
|---|------|
| Erie 1st mortgage, 7's, 1867.....             | 113  |
| Erie 2d mortgage, 7's, 1859.....              | 104  |
| Erie income 7's, 1855.....                    | 98   |
| Erie convertible bonds, 7's, 1871.....        | 96½  |
| Hudson River 1st mort., 7's, 1869.....        | 106½ |
| Hudson River 2d mort., 7's, 1860.....         | 99½  |
| New York and New Haven 7's, 1861.....         | 106½ |
| Reading 6's, 1870.....                        | 89½  |
| Reading mortgage, 6's, 1860.....              | 94½  |
| Michigan Central, convertible, 8's, 1860..... | 110  |
| Michigan Southern, 7's, 1860.....             | 100  |
| Cleveland, Col. and Cin. 7's, 1859.....       | 114  |
| Cleveland and Pittsburg 7's, 1860.....        | 102  |
| Ohio and Pennsylvania 7's, 1865.....          | 104½ |
| Ohio Central 7's, 1861.....                   | 96   |

**RAILROAD STOCKS.**

[CORRECTED FOR WEDNESDAY OF EACH WEEK.]

|                                     | Oct. 14. | Oct. 7. |
|-------------------------------------|----------|---------|
| Albany and Schenectady.....         | 106      | 105     |
| Boston and Maine.....               | 106½     | 107     |
| Boston and Lowell.....              | —        | 109½    |
| Boston and Worcester.....           | 105      | 105     |
| Boston and Providence.....          | 89½      | 99½     |
| Baltimore and Ohio.....             | 89       | 83½     |
| Baltimore and Susquehanna.....      | 29½      | 30      |
| Cleveland and Columbus.....         | —        | —       |
| Columbus and Xenia.....             | —        | —       |
| Camden and Amboy.....               | 149      | —       |
| Delaware and Hudson (canal).....    | 128      | 130     |
| Eastern.....                        | 97½      | 98      |
| Erie.....                           | 84½      | 82½     |
| Fall River.....                     | —        | —       |
| Fitchburgh.....                     | 103½     | 104½    |
| Georgia.....                        | —        | —       |
| Georgia Central.....                | —        | —       |
| Harlem.....                         | 71½      | 69½     |
| " preferred.....                    | 111½     | 111½    |
| Hartford and New Haven.....         | —        | 132     |
| Housatonic (preferred).....         | 35       | 35      |
| Hudson River.....                   | 73½      | 71½     |
| Little Miami.....                   | —        | —       |
| Long Island.....                    | 27½      | 26      |
| Mad River.....                      | —        | 99      |
| Madison and Indianapolis.....       | 107      | 116½    |
| Michigan Central.....               | 110½     | 111     |
| Michigan Southern.....              | 123½     | 123     |
| New York and New Haven.....         | 113      | 113     |
| New Jersey.....                     | 134      | 134     |
| Nashua and Lowell.....              | —        | —       |
| New Bedford and Taunton.....        | —        | 117     |
| Norwich and Worcester.....          | 50½      | 48      |
| Ogdensburg.....                     | 26½      | 27      |
| Pennsylvania.....                   | 46½      | 46½     |
| Philadelphia, Wilm'gton & Balt..... | 34½      | 34½     |
| Petersburg.....                     | —        | —       |
| Richmond and Fredericksburg.....    | 105      | 97½     |
| Richmond and Petersburg.....        | 35       | 35      |
| Reading.....                        | 98½      | 95      |
| Rochester and Syracuse.....         | 121      | 121     |
| Stonington.....                     | 58       | 57½     |
| South Carolina.....                 | —        | 122½    |
| Syracuse and Utica.....             | 130      | 130     |
| Taunton Branch.....                 | 115      | 115     |
| Utica and Schenectady.....          | 139      | 138     |
| Vermont Central.....                | 17½      | 17      |
| Vermont and Massachusetts.....      | 22       | 22½     |
| Virginia Central.....               | —        | 40      |
| Western.....                        | 104½     | 104½    |
| Wilmington and Raleigh.....         | 57½      | 57½     |

**Railroad Lanterns.**

Our readers will find an advertisement of every variety of railroad Lanterns in another page.

## Journal of Railroad Law.

## THE NECESSITY OF ORDINARY CARE.

The following is the report of a trial which occurred last week at Boston. No one should undertake to prosecute a railroad company unless he is fully fortified in regard to two points:—

First, That he has himself exercised ordinary care.

Secondly, That the defendant has been guilty of negligence.

## SUIT FOR RAILROAD DAMAGES.

In the Supreme court this morning, the case of John F. Paul, vs. Boston and Worcester railroad was given to the jury. This is a suit for \$12,000 damages in consequence of a collision at the Kneeland street crossing of the Worcester railroad in this city, between the defendants' train and the plaintiff's bake cart, by which the cart was broken up, the horse killed and Mr Paul's leg broken. Judge Fletcher, in an able and lucid charge to the jury, stated the facts as follows:—The accident happened between 5 and 6 in the morning. The Norwich steamboat passenger train had reached the depot in this city, had discharged the passengers, and was in the act of backing out as usual to switch off the cars to their place of deposit; the switchman had called out to the brakeman, all right; the brakeman had informed the engineer, and he started to go out of the house at the rate of three miles an hour, when the conductor, who was standing at the entrance of the depot, saw the plaintiff approaching at the rate of six miles an hour; just as the first car appeared outside of the depot, the plaintiff was from forty to fifty feet distant; the alarm was given, but the efforts to stop the train were fruitless, and the collision occurred. The questions to be decided by the jury were, were the defendants exercising usual diligence and care, and was the plaintiff also using that degree of care and diligence which men of common prudence generally use about their common affairs. The burden of proof was on the plaintiff to show not only that the defendants were negligent, but that he himself was exercising ordinary care. The court here alluded to a remark of counsel as to the frequency of R. R. accidents, and stated that the defendants were not to answer to any other matter than the case on trial. As to their conduct in the present case it had been testified to by four witnesses that the bell of the engine was rung when the train started, as required by statute, and four other witnesses testified that they did not hear it. The jury were to judge as to this positive and negative testimony. They were also to consider whether or no the plaintiff could not have seen the train in season to prevent the collision if he had exercised that care which was necessary in order to entitle him to recover.

The jury were not to be influenced by feelings of sympathy for the injuries sustained by the plaintiff, for in so doing they wronged the defendants. The jury failed to agree on a verdict.—*Boston Traveler.*

## THE EFFECT OF AN EXCURSION TICKET.

In the 8 Common Law Reports, p. 362, we find the case of *Hawcroft against the Great Northern Railway Company*, decided in February last, and involving a point which is somewhat, if not entirely novel in courts of law.

The plaintiff bought a ticket of which the following is a copy:

## GREAT EXHIBITION,

Barnsley to King's-Cross and back,

## THIRD CLASS.

On the back of the ticket—

To return by the trains advertised for that purpose, on any day not beyond fourteen days after date.

It seems the defendants advertised certain trains called exhibition trains, as those which would leave the King's-Cross station during the month of August, for the conveyance of persons having excursion tickets. The hours at which the trains would arrive at various places on the line of railroad were mentioned in the advertisement. Barnsley was not among such places, but the time when

they would proceed to Doncaster, and be conveyed from thence to Barnsley by a train of the South Yorkshire railway was stated; the Barnsley station house being situated upon the South Yorkshire railway, and not on the line of the Great Northern, which connects with the South Yorkshire at Doncaster.

It was agreed on the trial that the ticket was to be considered as issued by the authority of the defendants.

The plaintiff on Saturday, the 9th of August, still being the holder of the ticket, presented himself at King's Cross station, in London, shortly before six, in time for the train, which started at 6.45 A. M. for the purpose of returning to Barnsley by the train which was advertised to start at that hour, which train was admitted to be one of the trains referred to in the ticket. The train left King's Cross station for the places mentioned in the advertisement, but in consequence of the press of passengers the plaintiff could not obtain a seat. The plaintiff applied to the station master to forward him to Barnsley by a train which was about to depart, but he refused and told the plaintiff he must wait. The plaintiff went the same day by the advertised excursion train, which left King's Cross at 9.15 A. M. He reached Doncaster on Sunday morning, but no trains run by the South Yorkshire railway on Sunday. The plaintiff consequently hired a carriage by which he returned home, and brought a suit in order to recover the amount of the expense which he thereby incurred, and obtained a verdict.

The court refused to set the verdict aside, and held that under the circumstances the defendants were bound to provide means for conveying the plaintiff to Barnsley in accordance with the ticket. They expressed a strong doubt as to whether the fact of the cars being full, furnished any excuse for the non-conveyance of the plaintiff, inasmuch as the excursion ticket contained an unqualified agreement to carry from London to Barnsley without any saving clause, reserving the right to refuse so doing "in case the cars were full."

## CONTRACTS WITH RAILROAD COMPANIES.

As a general rule, a contract with a railway company is not valid unless sealed. According to ordinary charters, the directors of a railway company cannot express the intentions of the company but by means of a sealed instrument in writing. To this general rule there are two exceptions—

1st. The directors may, without a seal, do such acts as the corporation was specially constituted to do. For instance, a trading company may without a seal draw bills of exchange.

2nd. They may dispense with a seal in cases of necessity, and on those of a trivial and constantly recurring nature.

*Diggle vs. the London and Blackwall railroad company*, 5th Exchequer reports 441. This decision was subsequently affirmed in *Howersham vs. Wolverhampton Water works company*. It is settled law in our country, that within their especial sphere of action, valid contracts without seal, may be made with corporations.

For the American authorities relating to this subject, see the case of *Brady vs. the Mayor of Brooklyn*,—1 Barbour 584.

## Ohio.

The directors of the Scioto and Hocking Valley railroad company have adopted the line through Perry county to Newark, instead of through Lancaster.

## New York.

*Sacket's Harbor and Ellisburgh Railroad.*—The exhibit of this company presents the following view of the main features of the road. It extends from the port of Sacket's harbor on the eastern end of lake Ontario, to a junction with the Watertown and Rome railroad, at Pierrepont manor, in the town of Ellisburgh, and is about eighteen miles in length. By it a continuous line of railroad communication is established from lake Ontario to Albany and Troy, and thence to New York and Albany, affording the shortest line between those cities and the lake and enjoying the advantage of a harbor at its terminus, excelling all others upon the lake for safety, facility of access for any description of vessels, and possessing a capacity to accommodate any amount of business. The most ample arrangements have been made at the Harbor for the accommodation of the railroad traffic and the storage of merchandise. Sacket's Harbor has advantages over Oswego and Ogdensburg in its safety, as vessels can arrive and depart in all kinds of weather without danger.

The road unites in the most favorable manner with the Watertown and Rome railroad, and will be operated on satisfactory arrangements with that company. The Rome and Watertown railroad have divided 10 per cent from its opening, and this alone is a sure guaranty of the success of the Sacket's Harbor and Ellisburgh road.

The local business derived from the flourishing villages of Henderson, Smithville, Belleville, Salisbury Mills and Ellisville, the most fertile portion of Jefferson county will create a large and increasing income.

The trade of lake Ontario, especially since the opening of the Welland canal, is becoming too great for its outlets. The value of the property transported on the lakes was, in 1851, 161,000,000 tons. The tonnage on the lakes above Niagara Falls was, 153,426 tons. The tonnage of the Welland canal was in the same year 1,464,250 tons. The Ogdensburg road transported during its first year 109,700 tons of freight and the increase for the present year, up to 1st June last, is 65 per cent over that of the corresponding months of the previous year.

The expenditure of capital to reach this trade is also quite remarkable, and may serve to show the importance which belongs to it.

By the northern or Ogdensburg route we have principally for the benefit of Boston, the following roads, representing a capital of \$23,000,000, viz:

|                                | Miles. | Cost.       |
|--------------------------------|--------|-------------|
| Fitchburgh railroad.....       | 50     | \$3,525,000 |
| Vermont and Mass. railroad.... | 11     | 550,000     |
| Cheshire railroad.....         | 54     | 2,725,000   |
| Sullivan railroad.....         | 25     | 1,200,000   |
| Vermont Central railroad.....  | 157    | 10,000,000  |
| Northern railroad.....         | 118    | 5,000,000   |

From Boston to Ogdensburg, miles.....451 \$23,000,000

And by the route from Sacket's Harbor we have, from

|                                   |     |             |
|-----------------------------------|-----|-------------|
| Boston and Worcester railroad.... | 44  | \$4,880,000 |
| Western railroad.....             | 156 | 10,000,000  |
| Albany and Schenectady R. R....   | 17  | 1,700,000   |
| Utica and Schenectady R. R.....   | 78  | 4,143,000   |
| Utica and Syracuse railroad.....  | 14  | 700,000     |
| Watertown and Rome railroad....   | 54  | 864,000     |
| Sacket's H. & Ellisburgh R. R.... | 18  | 420,000     |

From Boston to Sacket's Harbor, miles.....381 \$22,707,000

Sacket's Harbor, it will be observed, lies some 71 miles westward of Ogdensburg, to which add the



difference above by railroad, 34 miles, and we have a total difference of distance of *one hundred and nine miles in favor of the Sacket's Harbor route*, besides the advantages of well equipped roads, mostly of double track, with ample means to provide for all the contingencies of the most extended business.

These advantages and the intricacy of the navigation of the St. Lawrence before passing Ogdensburg, induce the direction to hope the Sacket's Harbor route may expect a fair share of the Boston business, and yet leave a flattering prospect for the business of that road.

The population of Canada West is likewise rapidly advancing, and the lines of railway now in progress over that peninsula, from points on Lake Ontario, Kingston, Toronto and Hamilton, to Lakes George and Huron will lead the business of Lakes Huron and Superior over them, avoiding the long and dangerous navigation of Lakes St. Clair and Erie. Of the business soon to be crowded on Lake Ontario, Sacket's Harbor must command a full share.

The road will be between 18 and 19 miles in length, with grades not over 40 feet per mile, except at the harbor, where in crossing the village it may be 50 feet for a distance of about 200 or 300 yards. The road is nearly graded and ready for the rails. The work is done in the most thorough manner; the bridges and masonry are not excelled by any similar structures in the country. The track consists of a heavy T rail, weighing between 57 and 58 lbs. per yard, of the best Ebervale iron. The sleepers are 2½ feet apart from centre to centre, and the road bed is generally of the best gravel, and where necessary, ballasted with the same material. The iron is now upon the ground, and the track is being laid rapidly, with a view of completing it in the month of November of the present year, (1852)

The road when completed will cost about \$240,000, which will be represented by

|                                     |                  |
|-------------------------------------|------------------|
| Stock subscribed.....               | \$270,000        |
| 1st mortgage bonds, 7 per cent..... | 150,000          |
|                                     | <b>\$420,000</b> |

The bonds are secured by a first mortgage upon the entire road, property, income and franchises of the company, covering its present property and all hereafter to be acquired.

They are redeemable in 1862 at the Bank of Commerce in the city of New York, with warrants for interest attached, payable on the 1st of March and September in each year. In case of default in the payment of interest for sixty days, the Trustee, John F. A. Sanford, Esq., of New York, has power to sell out the property of the company conveyed in the mortgage given to secure the bonds, and pay them at once. The number is 100 of \$1000 each, and 100 of \$500. They are convertible into stock of the company at par at any time previous to their maturity.

The splendid steamboats plying on Lake Ontario, and the fact of its being a link in the shortest connection between both New York and Boston and the lake, will secure to it a fair share of the pleasure travel between these cities and the north and west. The local passenger travel will be respectable, as the road runs through the best portion of the populous county of Jefferson. A glance at its position will show its advantages, both in respect of the New York and the Boston line, and if any proof were wanting of its success, it is furnished by the large dividends made by the Water-

town and Rome road, of which this is the northern link to Lake Ontario.

#### Railroad Subscriptions.

A railroad meeting and barbecue was recently held at Dallas, Madison parish, La., and \$40,000 subscribed to the Vicksburgh and Shreveport R. R. company.

On the 29th Sept. last, the city of Dubuque voted in favor of loaning the credit of the city to the amount of \$100,000 to aid in the construction of the Dubuque and Janesville or Southern Wisconsin railroad. The vote stood 429 in the affirmative and 9 in the negative.

The proposition to appropriate by the town of Clarksville, \$100,000 to the Louisville, Clarksville and Nashville railroad, was carried with great unanimity—only fourteen votes being recorded against it.

The people of Hart county, on 18th Sept., voted in favor of subscribing \$100,000 stock in the Louisville and Nashville, Ky., R. R., by a majority of 160 votes.

The citizens of Clarke county, Ky., voted on the 25th Sept., a subscription of \$200,000 to the Lexington and Big Sandy railroad by a majority of 21 votes. The vote which was to have been taken in Fayette on the same day has been indefinitely postponed.

#### Kentucky.

*Louisville and Covington Railroad.*—We learn that efforts are making which promise good success, to place this road under contract. The route adopted, will probably follow the Ohio river. In reference to the question of route, we copy the following from the Louisville Democrat:

The resolutions of the board of directors to adopt the shortest and best route, without regard to individuals, is a first rate one, and we hope they will live up to it to the letter. There is no worse policy for stockholders than to deviate from a straight course to accommodate individual interests; even if it shall for a time appear to be their own interest. We would not give our opinion upon uncertain data in preference of one route over another, but it is not difficult to decide between a straight and a curved road between two such points as Louisville and Cincinnati. The saving of a few miles in such a road, is a very important consideration, and should not be compromised for any ordinary expense. We have before us the reports of two routes, the merits of which have been discussed somewhat. The shorter and straighter one is, of course, to be preferred; but as the location is not yet final, and some improvement in the route may yet be made, we shall recur to this subject again when the surveys are completed. But we hope the board will adhere rigidly to their resolution to adopt the shortest and best route, without regard to individual interest. Do this honestly and fearlessly, and capitalists will have confidence in their action, and their work will not be suspended hereafter by a better one at their expense.

#### New York.

*Buffalo and Olean Railroad.*—A large and enthusiastic meeting was held at Buffalo on the 2nd inst., to consider the measures proper to be taken for the building of a railroad to intersect the Pittsburg and Olean road. Hiram Barton, mayor of the city, was called to the chair, and Jas. O. Brayman and S. H. Lathrop, both of Buffalo, were appointed secretaries.

Speeches were made by Orlando Allen, Colonel Cooke, of Springville Hon Geo. R. Babcock, R. B. Heacock, W. W. Mann, and Wm. Wilkinson, and letters were read from the chief engineer of the Pittsburg company, and Wm. Wallace, chief engineer of the Buffalo and Brantford railroad. The

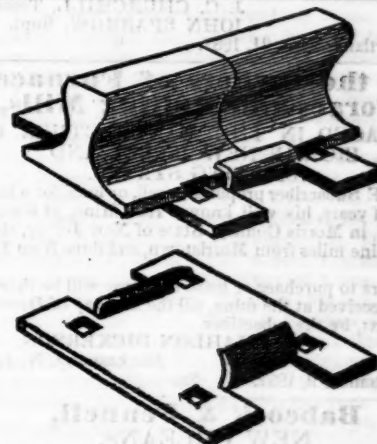
speeches were copious and full. Books of subscription were opened for the purpose of organizing the company, and about \$57,500 of the stock was taken. A committee of six was appointed to procure subscriptions to be reported at the council chamber on Wednesday evening next at 7 o'clock. E. Allen, E. J. Baldwin, C. J. Hamilton, A. L. Baker, S. V. R. Watson, and Jas. Sheldon, were named said committee.

*Utica and Syracuse (Straight Line) Railroad.*—The following officers have been elected in this new company:—John T. Clark, President, W. B. Welles, Vice-President; O. B. Matteson, Treasurer.

#### Boston and Maine Railroad.

The annual meeting of the stockholders of this road was recently held at Exeter, New Hampshire.

The annual report of the directors is printed. From this we learn that the whole cost of the road and equipment, up to the 31st of May last, is \$4,100,865. The capital, including \$150,000 Mass. loan, is \$4,076,074. The net earnings for the year ending Nov. 1851, were \$319,268, from which a dividend of 7 per cent was paid, and a surplus of \$28,369 left, which, added to the surplus of the previous year, gives a total of \$85,032. The net earnings for six months to May 31, were \$146,793, from which 7 per cent dividend was paid, and \$1,314 reserved. These six months being the least profitable part of the year, the statement shows an increase of earnings over 1851. The relations of the road to the Portland, Portsmouth and Saco road, remain unchanged, and are thought to work well. The working of the south Reading branch, governed by a foreign interest, is thought to be of public benefit.



#### Wrought Iron Railroad Chairs at Dayton, O.

THE Subscriber, being engaged in the manufacture of Wrought Iron Railroad Chairs at Dayton, is prepared to fill orders on the shortest notice for any size and any quantity of chairs that may be desired. Having made arrangement for an unlimited supply of iron, and having in use the best chair making machinery now used, I feel confident that I can compete with any of the older establishments.

W. H. CLARK.

#### REFERENCES:

John Swasey & Co., Merchants, Cincinnati.  
E. F. Drake, Pres't D. X. & B. Railroad, Xenia.  
A. Degraffe, Railroad Contractor,  
H. S. Brown, Pres't D. & W. R. R., } Dayton  
Beckel & Co., Farmers' Bank.  
October 8, 1852.

#### Oxford Furnace, N. J.

ESTABLISHED A. D. 1743.

THE Subscriber manufactures and keeps constantly on hand for sale, every variety and size of Railroad Wheels, made from the celebrated Oxford Iron. All orders addressed to CHAS. SCRANTON, Oxford Furnace P. O., will be attended to promptly.  
Sept. 11, 1852. ly

### Griffith's Patent Double Machine for making Wrought Iron Railroad Chairs.

THE undersigned, in calling the attention of the public to the superiority of his Patented Machine for making Wrought Iron Chairs, desires to point out the following advantages which it possesses over all others:

First. It adds to the lips of the chair very considerable strength, which cannot be obtained by any other machine with the same size of plate; and it renders the chair perfect without the aid of a hammer to fit the cross tie, so that it can be firmly united with a rail of any required size now in use.

Secondly. These machines are got up cheap and strong, and are so constructed as to make two sorts or sizes of chairs at the same time, with the same amount of labor as though working a single machine; so that, double the amount of labor is obtained with the same number of hands, besides the saving of coal in the furnace. These facts demonstrate the great advantage and superiority of my Patent Double Machine over all others yet introduced.

All letters, and orders for machines, patent rights, etc., will meet with immediate attention.

Please address **ROBERT GRIFFITH,**  
1m39 Newport, Kentucky.

### Portland Company's Locomotive Works, Portland, Me.

HAVING made extensive additions to their works, the Company are prepared to receive ORDERS for LOCOMOTIVES and TENDERS; FREIGHT, MAIL, EARTH and HAND CARS, RAILWAY FROGS, SWITCHES, and CHAIRS, CHILLED WHEELS, SNOW PLOUGHS, and CASTINGS generally.

—ALSO—

STATIONARY ENGINES, HIGH and LOW PRESSURE BOILERS, TOOLS for LOCOMOTIVE SHOPS.

The whole warranted to be of the latest improvement and best workmanship.

J. C. CHURCHILL, Treas.  
JOHN SPARROW, Supt.

Portland, Sept. 21, 1852.

### To the Owners of Furnaces, Forges and Rolling Mills, ENGAGED IN THE MANUFACTURE OF IRON IN NEW JERSEY AND ADJOINING STATES.

THE Subscriber proposes to sell, or lease for a term of years, his well known Iron Mine, at Suckasunny, in Morris County, State of New Jersey, situated nine miles from Morristown, and three from Dover.

Offers to purchase or lease the same will be thankfully received at the mine, till the first day of December next, by the subscriber.

MAHLON DICKERSON,  
Suckasunny, N. J.

September 9, 1852. 2m

### Babcock & Fennell, NEW ORLEANS,

GIVE their personal attention to forwarding Railroad Iron, Machinery, etc.

Refer to—

DAVID, BROOKS & Co., } New York.  
CHARLES T. GILBERT, }

### To Chief Engineers.

A YOUNG MAN is desirous of a situation, either in Field Work, or as Practical Draughtsman. Has just completed an engagement in this country; before which, was engaged for six years with an Engineer in Scotland—part of the time as Draughtsman. Is in possession of all instruments necessary for Surveying, Leveling, etc. Please address J. H. STEWART, Box 70, Post Office, New York.

### I. Dennis, Jr., WASHINGTON, D. C.,

ATTORNEY for Inventors, and Agent for Procuring Patents—Practical Machinist, Manufacturer and Draughtsman, of 20 years' experience. Circulars containing important information, with a map of Washington, sent to those who forward their address, and enclose a stamp.

31tf

### Locomotives and Machinists' Tools.

#### THE LOWELL MACHINE SHOP

IS prepared to execute orders for Freight and Passenger LOCOMOTIVES of different classes, with outside or inside Cylinders of approved design and faithful workmanship.

Also—

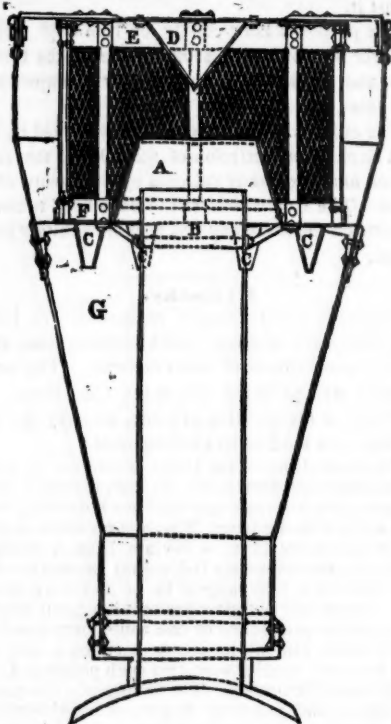
#### MACHINISTS' TOOLS,

with the latest improvements—consisting in part of Hand and Engine LATHES; VERTICAL DRILLING MACHINES; PLANERS; COMPOUND PLANERS; SHAPING MACHINES; SLOTTING MACHINES; BOLT CUTTERS; Machines for boring Crank Pin holes; Trip Hammers, etc., etc.

WILLIAM A. BURKE,  
Superintendent.

Lowell Mass., August 23, 1852.

### Matthew's Patent SPARK ARRESTER.



THE Patentee of the above named Spark Arrester invites the attention of Railroad Directors and Officers of Railroads, who have no other interest than the comfort and safety of passengers, and the economy of their company, to test them and judge for themselves. To all such persons, the Patentee will furnish his Patent Spark Arrester free of charge, by such parties sending the necessary dimensions. And the price will be, for the Spark Arrester and Chimney, with patent right to use and repair the same, all ready to place on the Locomotive, \$130—if approved; if not approved, and returned, no charge made. He warrants them superior to any in use, in all points, lighter, cheaper, more durable, safer, cleaner, saving from 15 to 20 per cent in fuel.

The necessary dimensions to be furnished, are:

1st. The radius of the smoke box, on which the pipe sets.

2d. The height from smoke box to top of pipe.

3d. The diameter of cylinder and length of stroke.

4th. Whether a cut-off is used or not.

DAVID MATTHEW,

Penn st., (one door north of Almond st.,)

Philadelphia, Pa.

TESTIMONIALS.

Office of the Syracuse and Utica R.R. Co.,  
Syracuse, August 18, 1842.

This company have several "Patent Spark Arresters and Chimneys" upon their locomotive en-

gines, which were furnished by David Matthew, constructed according to the specification attached to his patent.

They are by far the best smoke pipe and spark arrester that we have tried or seen.

No inconvenience from sparks or cinders is suffered by the passengers; nor is the draft impeded.

We consider them a great improvement, and regard them as almost indispensable in our business.

JOHN WILKINSON, President.

Office of the Auburn and Rochester R.R. Co.,  
Canandaigua August 26, 1842.

This may certify, that there has been in use on the Auburn and Rochester railroad, for the last two years, eight of Matthew's "Patent Spark Arresters," which have given the most perfect satisfaction. From the use of the Arresters on this road, and what I have seen of them elsewhere, I have no doubt but that they are the best in use in the country.

R. HIGHAM,  
Supt. and Engineer A. & R. R. R.  
To DAVID MATTHEW, Machinist.

Auburn and Syracuse R. R. Office,  
August 29, 1842.

Dear Sir—The three Spark arresters of your patent, which we have in use on our road, have given perfect satisfaction, and we consider them superior to any now in use, combining as they do the power of arresting the sparks and cinders, without affecting the draft of the engine. Respectfully yours,

E. P. WILLIAMS, Superintendent.  
M. W. MASON, Supt. of Machinery.

To DAVID MATTHEW, Esq.

Rochester, August, 1842.

We, the undersigned, have used D. Matthew's Patent Spark Arresters and Chimney on the locomotive engines used on the Auburn and Rochester railroad, of different manufacturers, viz: Rogers, Ketchum & Grosvenor, Norris, and Eastwick & Harrison, for more than one year; and all the engines using these Spark Arresters and Chimney have made steam as free as with any other pipe we have ever used; and we believe the draft is as good as any other pipes of the same dimensions, and prevents the escape of sparks and cinders. There has not been any expense for repair on the Spark Arrester or Chimney since they have been put on the locomotive engines; and we further think that they will last for years with little or no repairs.

THOS. SNOOK, Supt. M. P.  
CHARLES W. HIGHAM,  
N. C. MARTIN,  
WM. HART,

Locomotive Engineers.

Syracuse, August 21, 1842.

We, the undersigned, locomotive engineers on the Syracuse and Utica railroad, have used during the last two years, David Matthew's "Patent Spark Arresters and Chimneys," and on our engines we have been able to generate steam as freely as with any other pipe we have ever used. The draft is as strong and free as that of an open pipe of the same diameter, and most effectually prevents the escape of fire and cinders. There have, as yet, been no repairs required to any of these pipes, and we believe they may be used for years with but trifling expense to keep them in perfect order. We certainly consider this pipe a great improvement over any other with which we have been acquainted.

DAVID BEGGS, Supt. M. P.  
PETER GRANT,  
WILLIAM MCGIBBON,  
WILLIAM CESSFORD,  
JAMES BONNER,  
JOHN VEDDER, Jr.,

Locomotive Engineers.

Syracuse, April 4, 1847.

Mr. DAVID MATTHEW:

Dear Sir—Your letter came duly to hand, in relation to the Spark Arresters. Those which we use are all of your patent; and on the neighboring roads we got others to try, but they were not good, and we had to substitute yours.

I am, dear sir, yours respectfully,  
DAVID BEGGS,  
E. M. P. Sy. and Utica Railroad.



Utica and Schenectady Railroad Office,  
May 5, 1847.

Mr. DAVID MATTHEW:

Sir:—In regard to the "Spark Arrester," several kinds have been tried; but yours, as you left it, has been constantly in use. We have your patent on fifteen engines, and use no other kind. Nothing tried here has been so acceptable to us.

Respectfully your ob't serv't,  
WM. C. YOUNG,  
Supt. and Eng. U. & S. R. Co.

Locomotive Works, Philadelphia,  
February 2, 1850.

Mr. DAVID MATTHEW, Vulcan Works, Baltimore:

Dear Sir:—Your letter of 30th ultimo reached us only this morning, and in reply we would state, that we have not had much opportunity of judging of the merits of your Pipe in comparison with others, but that on the Utica and Schenectady Railroad, where we have a number of our engines running, your Pipe is exclusively used, and preferred to all others.

Yours, very truly,  
NORRIS, BROTHERS.

Patterson, N. J., Feb. 6, 1850.

Mr. DAVID MATTHEW, Baltimore:

Dear Sir:—Your favor of the 31st January is received. When we used your Spark Arresters on our locomotives they gave entire satisfaction, and we should have continued to use them if we could have procured them; but the gentleman at Catskill, who, we understood, had made arrangements with you respecting the sale of the right to use them, refused to furnish them, except there was an agreement made for selling the right to the whole road. This we could not do, which compelled us to procure our Spark Arresters elsewhere.

We have often been applied to for your Spark Arresters; but as we could not procure them, we have been obliged to furnish others.

Your Spark Arresters have been highly spoken of by all those that we know who have used them, and we think they are equal to any in use.

Very respectfully,  
ROGERS, KETCHUM & GROSVENOR.  
Per S. J. ROGERS.

Utica and Schenectady Railroad Office,  
Schenectady, Feb. 19, 1850.

DAVID MATTHEW:

Dear Sir—I received yours of January 25th, in reply to smoke-pipes, we consider the Spark Arrester of yours, used by us, far superior to any in use.

Respectfully, your obedient servant,  
C. VIBBARD, Sup't U. & S. Railroad.

Mr. DAVID MATTHEW—

Dear Sir:—In reply to your enquiries I have to state, that I have been engaged in the manufacture of your "Spark Arrester and Smoke-Pipe for steam engines," for over ten years last past.

I have no hesitation in saying, that your "Spark Arrester is the best that has ever been in use in this country. I have seen all others, or nearly all others tried, but your invention, as patented 31st December, 1840, possesses all the requisites for railroad and other uses in a degree decidedly superior to them all. I am now employed as an engine builder in the establishment of the Hudson River Railroad, and after a careful trial of all the spark arresters and pipes most esteemed in this country, we have found yours to be decidedly the best, and, in this opinion I am supported by the chief superintendent of motive power of that road, who has so expressed himself to me.

I am, very respectfully, your ob't serv't,  
JOHN TAYLOR.

DAVID MATTHEW, Esq:

Dear Sir—Your "Patent Spark Arrester," has been in use on our locomotives since 1840, during which time we have tried several of a different construction. We can recommend yours as being the most effective and economical of any used by us. Little or no inconvenience from sparks is suffered by passengers; nor is the draft obstructed. From the best estimate we can make they can be kept in repair for about ten dollars each per year.

C. VIBBARD, Superintendent.  
V. BLACKBURN, Mast. Ma.

Office of the Syracuse and Utica R. R. Co.,  
Syracuse, August 7, 1851.

My Dear Sir:—I am glad that you obtained your right of building Spark-Arresters, and most certainly it is the best in use, and generally approved of. I think they are using them pretty generally on the Hudson River R. R., and all the other patents which have been made since the date of yours, are copies in some degree, from yours. Anything that I can do to forward your interests in this matter will be done with cheerfulness. I think of going to Philadelphia this summer, and shall call on you.

Yours, very truly,  
D. BEGGS.

Utica and Schenectady Railroad Office,  
Schenectady, August 30th, 1851.

This is to certify that Mr. David Matthew's Spark Arresters have been used on a number of the locomotives constructed by the Newcastle Manufacturing Company. They have, in all cases, given entire satisfaction. With them the exhaust pipes can always be made sufficiently large to ensure a full discharge of steam; while at the same time, they afford the necessary draught, and completely stop the sparks. I cheerfully recommend them to the attention of railroad companies and manufactures of locomotive engines.

ANDREW C. GRAY,  
Pres't Newcastle Manufacturing Co.

Albany, September 8th, 1851.

Gen. W. SWIFT:

Dear Sir—This will serve to introduce to your favorable notice Mr. David Matthew, who is the inventor, and holds the patent for a Spark Arrester, which has been used by many of our railroads on their locomotives. I consider it a valuable improvement, and do not doubt but Railroad Companies will generally use it. Yours respectfully,

ERASTUS CORNING.

Office Hudson River Railroad,  
New York, February 14, 1852.

D. MATTHEW, Esq.,

Dear Sir—I am so little acquainted with the merits of different kinds of Spark Arresters, that I do not feel competent to give an opinion for publication. I know that your Arrester is a good one, and has been highly esteemed on the roads where I have been employed. But I have not sufficient practical knowledge of the subject, to venture any comparison of its merits with other kinds of arresters.

Yours truly,  
O. H. LEE, H. R. R.

Office of the Hudson River R. R.,  
31st st., New York, May 16, 1852.

Mr. DAVID MATTHEW:

Dear Sir—I have been acquainted with your Spark Arrester since its introduction, and have carefully watched its operation in comparison with many others. I have no hesitation in saying, that as a Spark Arrester without diminution of draft, it has no equal in use. I have been able to use a much larger exhaust pipe than with other pipe, and, from experiments recently made, I am satisfied that the Cap, or Spark Arrester, is no impediment to the draft of the open chimney. Very respectfully,

HENRY WATERMAN,  
Superintendent of Motive Power.

I have this day purchased the right to use the above pipes on the Saratoga and Washington railroad, and concur in all that Mr. Sargent has said of them.

J. VAN RENSSELAER,  
Superintendent S. & W. R. R.  
Saratoga Springs, May 22d, 1852.

Albany and Schenectady Railroad, Albany.

Having used Mr. Matthew's Spark Arrester on our engines, and considering it a valuable invention, we have purchased the right to use it on our road.

E. C. MINTOSH, President.

Schenectady and Troy R. R. Office,  
Troy, July 20th, 1852.

I have this day purchased the right to use Mr. Matthew's Spark Arrester on this road; I have been acquainted with this Spark Arrester for ten years, and consider it the best that has come under my notice.

EDWARD MARTIN,  
Superintendent S. and T. R. R.

Office Rensselaer and Saratoga Railroad,  
Troy, May 22d, 1852.

This may certify that I consider the Patent Locomotive Smoke Pipes and Spark Arrester of D. Matthew's as more economical and safe than any now in use. It is more durable, and throws less fire and cinders, without impairing the draft, they have been in constant use upon the different roads under my charge since 1841, as have all the other various kinds now used, and after this long experience and careful observation, I am entirely satisfied that those invented by Mr. Matthew are decidedly the best, and I have secured the right to use the same by this company, and the Saratoga and Schenectady railroad company, by purchase made yesterday.

L. R. SARGENT, Superintendent.

I have this day purchased of Mr. Matthew the right to use his Spark Arresters on the Syracuse and Utica railroad. I believe it is the best pipe there is.

JOHN WILKINSON,  
President S. & U. R. R.

Syracuse, July 16, 1852.

I have this day purchased of Mr. David Matthew the right to use his Patent Spark Arrester on the Rochester and Syracuse railroad, during its present term, and renewal or extension, believing it to be the best Arrester now in use.

CHARLES DUTTON, Supt.

Superintendent's Office  
Buffalo and Rochester Railroad Co.,  
Buffalo, July 29, 1852.

David Matthew, Esq., has this day conveyed to this company the right to use his Spark Arrester, patented in 1840. It has been in use on this road for some years past, and gives better satisfaction than any other improvement claiming the name of Spark Arrester.

HENRY MARTIN,  
Superintendent, J. W.

REFERENCE is made to the following Gentlemen and Companies, with whom Agencies have been established for the sale of the Spark Arrester, and rights under the Patent:—

Erastus Corning, Esq., Albany, N. Y.; Messrs Rogers, Ketchum and Grosvenor, 74 Broadway, New York city, and at their Works in Patterson, N. J.; The New Jersey Locomotive Machine Company, at Patterson N. J., James Jackson, President,—address also at Patterson, Messrs William Swinburne & Co., Locomotive Builders, Patterson, N. J.; Messrs. Norris, Brothers, Philadelphia, Pa.; M. W. Baldwin, Esq. do; A. C. Gray, Esq., Newcastle Manufacturing Company, Newcastle Delaware; the Schenectady Locomotive Iron Works, Schenectady, N. York; The Boston Locomotive Works, Boston, Mass.; The Taunton Locomotive Manufacturing Company, Taunton, Mass.; Wm. Cudde Patterson, N. J.; Clute & Brothers Schenectady; Peter Smith, Albany, N. York; Thomas Snook, Rochester, N. Y.; Nashville Manufacturing Company, Nashville, Tenn.; Niles & Co. Cincinnati, Ohio; Cuyahoga Works, Ohio City.

All applications for the use of the above Patent Rights, etc. for the New England States, and New York, East of the Hudson River, to be made to H. VAN KURAN, Boston Locomotive Works, Mass., or to D. MATTHEW, Patentee, Philadelphia, Pa.

NOTICE.—Railroad Companies getting new engines, can have Matthew's Patent Spark Arrester placed on them, by applying to the manufacturers, so that the apparatus costs them nothing but the patent right. This they will find of great advantage to them.

D. M.

## To Railroad Co's, Locomotive Builders and Engineers.

THE undersigned having taken the Agency of Ashcroft's Steam Gauge, would recommend their adoption by those interested. They have been extensively used on Railroads, Steamers and Stationary Boilers, where, from their accuracy, simplicity, and non-liability to derangement, they have given perfect satisfaction. In fact, for Locomotives, they are the only reliable Gauge yet introduced.

CHAS. W. COPELAND,  
Consulting Engineer, 64 Broadway,  
Aug. 28, 1852.—6m\*

### "Leonard's" Patent Double Plate Car Wheel. Solid Hub.

THE form of this Wheel is such that the metal is not strained in casting, hence the manufacturer will warrant them in any service Car Wheels are submitted to.

Sold in any quantity, and shipped to any part of the country or Canadas, by the subscriber, Manufacturer's and Patentee's sole Agent 53 Kilby St., Liberty Square, Boston. WM. S. SAMPSON.  
August 21, 1851.

### LOW MOOR AXLES,

A SUPERIOR Article for Railroad Cars, supplied by the Manufacturers' Agent - WM. BAILEY LANG, 9 Liberty Square, Boston.

### UNION WORKS,

North street, opposite the Railroad Depot, BALTIMORE.

### Poole & Hunt,

Manufacturers of Steam Engines and Mill Gearing, Machinists' Tools, and all kinds of heavy and light Machinery.

Also put up Arrangements of Wrought Iron Pipes for heating buildings and conveying steam or water. Castings of every kind furnished at short notice.

Every exertion will be made to insure the satisfaction of customers.

### Patent Metallic Measuring Tapes.

A New Article, made from Vegetable and Mineral substances combined, entirely free from the objections made to all other tapes, arising from contraction and elongation in consequence of atmospheric changes. Fine wires, of a material not affected by dampness or dryness, are woven into the warp of the Patent Tape, rendering it not subject to variations in length, like all other tapes heretofore manufactured. Instead of being merely painted, it is immersed in a peculiar solution of gums, and the fibres being solidly compacted together, it acquires substance and strength presented by no other article. They are enclosed in patent cases, superior to all others in lightness, strength and durability.

Imported and for sale only—together with every description of Drawing and Profile Paper, Tracing Paper in rolls, Vellum or Tracing Cloth, Field Books Mouth Glue, and a general assortment of Engineer materials—by WILLARD FELT,  
Importer of Stationery 191 Pearl st., N. Y.

### Iron.

200 Tons Fishkill Charcoal Iron for sale on reasonable terms, also from 1000 to 5000 tons Fishkill Hematite Ore—delivered at Poughkeepsie or New York. Samples of the ore may be seen at the store of Messrs. Hoffman, Bailey & Co., No. 62 Water st., New York. Enquire by letter to NORMAN M. FINLAY,  
Poughkeepsie, Dutchess county, N. Y.  
July 10, 1851.

### Cotton Steam Packing.

THIS Superior Packing is prepared by us expressly for Locomotive Engines. The advantages resulting from its use are—cheapness—greater safety, and economy of labor.

Orders addressed to us at 91 Wall st., New York, will have prompt attention.

J. M. HALL & CO.

P. S.—Waste for cleaning engines, in quantities as wanted.  
July 24, 6m\*

### LOW MOOR IRON.

WM. BAILEY LANG, 9 Liberty Square, Boston, Sole Agent in the United States and Canadas for the Low Moor Iron Co., is prepared to receive orders for this justly celebrated Iron, and offers for sale an assortment of the Round sizes which he now has in store, and which for strength, soundness and uniform quality, stands without a rival.

### Railroad and Mathematical Instruments.

KUNS & BASELER, Mathematical Instrument makers, manufacture and keep for sale all kinds of mathematical instruments: also drawing instruments, scales and balances for the use of chemists, professional gentlemen, jewellers, etc., etc., of the most perfect description, at the lowest price, at 81 Nassau street, New York.

### Fulton Iron Works and Car Factory.

W. W. WETHERELL, Proprietor.  
ELIJAH PACKARD, Superintendent  
SANDUSKY, OHIO.

THE PROPRIETOR of the above named extensive works, takes pleasure in informing his friends and the public generally, that he has fortunately secured the services of MR. E. PACKARD, now of Worcester, Mass. late one of the firm of THRESHER, PACKARD & CO. of Dayton, Ohio. The skill and competency of Mr. P. are matters with which Western Railroad men are too familiar to need any comment, and will be understood by customers as an important guaranty of the best and latest style of Railroad Work.

The Proprietor has made provision for enlarging his already extensive Works, and expects to be able to meet every demand in his line of business. He will furnish, upon short notice, First and Second Class PASSENGER CARS, BAGGAGE, FREIGHT, GRAVEL and all other kinds of Cars now in use, of the best quality and at the lowest prices. He will also furnish, upon like notice and at the cheapest rates, CAR WHEELS and all other kinds of Railroad Castings.

He has secured the right of WASHBURN'S CAR WHEEL, together with several other Patterns of the most approved styles.

No expense or trouble has been spared in his preparations to meet the demand of the public in his line of business, and he hopes for a liberal patronage.

W. W. WETHERELL.  
ly40

August 2, 1852,

### \$250,000

### San Francisco Water Loan.

Ten per cent. Bonds of \$1,000 each, with Coupons, payable semi-annually, in the City of New York, redeemable on 1st November, 1862.

THE UNDERSIGNED, PRESIDENT OF the Mountain Lake Water Company, of the City of San Francisco, in the State of California, will receive sealed proposals at the office of Messrs. Dias & Thomas, No. 52 Wall street, in the city of New York, until Thursday, the 4th day of November, 1852, at 2 o'clock P. M., for the whole, or any part of the above mentioned Loan, which will bear an interest at the rate of ten per cent. per annum, payable semi-annually in the City of New York, and be redeemable on the 1st day of November, 1862, in the city of New York.

The undersigned will avail himself of the usual privilege of rejecting conditional bids, and of declining such as he may deem not advantageous.

Bids should be directed "Proposals for San Francisco Water Bonds," and sent to the subscriber.

Twenty per cent. and the premium will be payable on the day after opening the bids, and the balance with accrued interest may be paid at the option of the bidder any time before the first day of February next, thus giving Capitalists an opportunity to secure a most reliable and permanent investment, without precipitately disturbing their financial arrangements.

The debt created by the issue of these Bonds, is for the purpose of paying for the necessary pipes, and fixtures, more than sufficient means being already provided for the purpose of building the dams; reservoirs, laying the pipes, and completing the works; the entire capital of the Company (\$500,000) having been subscribed by the citizens of San Francisco; the subscribers embracing many of its most wealthy and respectable Merchants and Bankers. This is the first and only debt of the Company, and the repayment of the same is secured, by the Transfer in Trust, to James B. Bond and William M. Burgoyne, of all the property and franchises of the Company, valued at upwards of One Million of Dollars.

The Company have by law the exclusive right of laying pipes within the city limits, and own by purchase the only source from which water can be introduced into the city.

The Stock of this Company will probably be the best paying stock in the Union.

Copies of the Laws, Reports of Engineer, etc., can be had by calling at the office of Messrs. Dias & Thomas, No. 52 Wall street, second story.

SAMUEL PURDY, President.  
New York, October 2, 1852.

### To Contractors.

OFFICE OF THE DAYTON AND CINCINNATI (SHORT LINE) RAILROAD COMPANY.—CINCINNATI, Sept. 20th, 1852.—RAILROAD LETTINGS.—Sealed proposals will be received at the office of the Company; situated on the south side of Sixth street, between Main and Walnut, until Wednesday, October 20th, 1852, at 5 o'clock P. M., for the preparation and construction of section No. 1 of the road of said Company ready for the superstructure.

This section is the heaviest on the line, and embraces the excavation of a tunnel measuring some six thousand feet in length, with two thousand feet of arched approaches in addition, and from two to four miles of the road bed. The job of masonry on this section will be heavy, and the whole offers to responsible and energetic contractors, one of the most extensive and compact sections of work ever offered in the West.

The tunnel passes through stratified blue fossil limestone and indurated marl, and will be of a width to accommodate double tracks, walled with stone, and arched with brick. The Company desires that the work shall be commenced as soon as possible after the letting, and completed at the earliest practicable period.

Other portions of the work are in course of preparation for letting, and if adjusted may be offered at the same time.

The plans and specifications will be ready for inspection at this office at least two weeks prior to the letting.

By order of the Board of Directors.  
SAMUEL H. GOODIN, President.  
JOHN C. THORP, Secretary.

### A. Whitney & Son, PHILADELPHIA, PA.,

MANUFACTURERS of Chilled Railroad Wheels for Cars and Locomotives. Also furnish Wheels fitted complete on best English and American Rolled and American Hammered Axles. 31tf

### Gerard Ralston,

21 TOKEN HOUSE YARD, LONDON,

OFFERS HIS SERVICES FOR THE

PURCHASE AND SALE OF  
AMERICAN SECURITIES,  
COLLECTION OF DIVIDENDS,  
DEBTS, LEGACIES, ETC.,  
And for the Purchase and Inspection of  
Railroad Iron, Chairs, or  
any kind of Machinery.

### REFERENCES:

Messrs Palmer, McKillop, Dent & Co., London.  
" George Peabody & Co, London.  
" Curtis, Bouve & Co, Boston.  
Richard Irvin, Esq., New York.  
Robert Ralston, Esq., Philadelphia.  
C. C. Jamieson, Esq., Baltimore. 39

### CAUTION.

RAILROAD Companies, and the public generally, are hereby cautioned against purchasing Richardson's Patent Oil Cups, or the right to use the same, except of the undersigned, Proprietor of the Patent, or of some one acting under his authority. Communications addressed to him at Westminster, Vt., will be promptly attended to. E. DEWOLF, Jr.  
Oct. 2, 1852. ly\*

### PROSSER'S

PATENT LAP-WELDED

### Wrought Iron Boiler Tubes,

ALSO,

Their PATENTED TUBES FOR EXTERNAL PRESSURE, made with a free joint either of Iron or Brass.

Every article necessary to drill the Tube-Plates, and to set the Tubes in a proper manner, and to keep them in good condition.

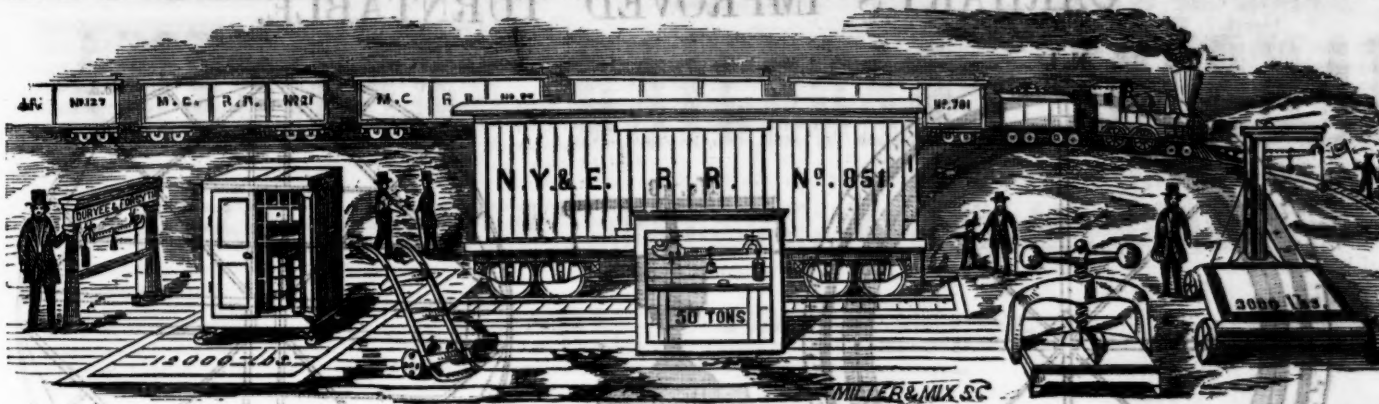
### CORE BARS FOR FOUNDRY USE.

I on Tubes for Artesian Wells, screwed together flush on either side.

HOMAS PROSSER & SON, Patentees,  
28 Platt street, New York.



## ROCHESTER SCALE WORKS.

DEPOT SCALE, 6 TONS,  
AND FIRE KING SAFE.TRACK SCALE,  
100,000 LBS.RAILROAD  
MANIFEST PRESS. 1-1/2 TONS.

DURYEE &amp; FORSYTH, MANUFACTURERS, ROCHESTER, N. Y.

THE Subscribers are prepared to furnish upon order, RAILROAD SCALES of superior quality at reduced rates; Warehouse Trucks; Manifest Presses and Books; also, COVERT'S FIRE KING SAFE.

It has been decided by Scientific Gentlemen, that our Scales are preferable to all others, from the fact of their being made stronger and more substantial, more material used in the construction of the Levers, which renders them much safer and more durable.

Our Motto is, to excel in the articles we manufacture; therefore the best materials are used. The best model and plans are adopted, to make them the most desirable for the market.

We wish it distinctly understood, that we use the best CAST STEEL in the bearing edges of our Scales, although it has been otherwise reported by Messrs. Fairbanks' Agents. We are ready at all times to test the merits of our Scales with any honorable competitor.

A large majority of the Track, Depot and Portable Scales in use by the New York and Erie Railroad Co. were furnished by us. Also, the Michigan Central Railroad is furnished exclusively with our Scales.

The facilities that we have for manufacturing with new and improved machinery, and the central position we occupy for shipping to the different markets, enables us to reduce the price of our Scales 10 to 15 per cent from former prices.

Our Mr. Duryee has had over twenty-one years practical experience in manufacturing. The work being under his charge furnishes a sure guaranty of the superiority of our wares. All orders will receive prompt attention. DURYEE & FORSYTH.

## GENERAL DEPOTS:

Wm. T. Pinkney, Jr., Agent, 166 Pearl st., N. Y.  
Raymond, Ward & Co., " Chicago, Ill.  
Crawford & Reynolds, " Cleveland, Ohio.  
Joseph E. Elder, " St. Louis, Mo.  
Byram, Milner & Shreve, " Louisville, Ky.

The following Railroads have been furnished with our Scales and Wares, exclusively or nearly so:

New York and Erie, Cleveland and Columbus,  
New York and Harlem, Michigan Central,  
New York and N. Haven, Mad River and Lake Erie,  
Sandusky, Mansfield and Paterson and Hudson R.,  
Newark, Cincinnati, Hamilton and  
Indianapolis and Bellefontaine,  
Syracuse and Utica, Buffalo and Rochester,  
Columbus and Xenia, Rochester and Syracuse,  
Lexington and Frankfort, Louisville and Frankfort,  
Hillsboro' and Cincinnati, Chicago and Galena,  
Greenville and Miami, Dayton and Western,  
Cayuga and Susquehanna, Central Ohio,  
Rome and Watertown, Chemung,  
Rutland and Washington, Illinois Coal Company,  
Erie and State Line, Buffalo and State Line,  
Rochester, Lockport and Cleveland and Pittsburg,  
Niagara Falls, Michigan Southern,  
American Express Co.,  
The Hon. Canal Commissioners, and Engineers of the Erie Canal Enlargement.

Michigan Central R. R. Office, }  
Detroit, May 10th, 1852. }

Messrs. DURYEE & FORSYTH,  
Rochester, N. Y.,

Gentlemen We have in use upon our road nearly a hundred of your Scales, comprising most of the

sizes ordinarily in use upon railroads, many of which have been in service four or five years.

They have kept in adjustment well, retain their sensitiveness, and we regard them as strong, accurate, reliable, and in every respect satisfactory.

Respectfully yours,

J. W. BROOKS, Supt.

New York and Erie Railroad, }  
Supt's Department Gen'l Freight Office, }  
New York, June 21st, 1852. }

To MESSRS. DURYEE & FORSYTH,

Rochester,

Gents: This company have had in use on their road for three years past about fifty of your Railroad Track, Depot and Portable Scales. It affords me much pleasure to assure you that I consider them fully equal to any scale in use on the road, in point of strength, durability, accuracy and finish.

I am very respectfully, your ob't serv't,  
SAM. BROWN, Gen'l Freight Ag't.

The following Report was made by the Hon. Canal Commissioners of the Erie Canal Enlargement, to the Legislature of the State of New York, Feb. 3d, 1852.

## WEIGH LOCK SCALE.

It is but justice to say that the new Weigh Lock at Rochester abundantly sustains the reputation claimed for it by its worthy and scientific builders.

Messrs. Duryee & Forsyth have constructed for this lock, scales of superior power, and may well challenge comparison with any similar work in or out of the State. The mode of adjustment is so easy and simple, that great certainty is secured in determining large or small weights.

Report on Duryee & Forsyth's Weigh Lock Scale, by the Committee of the State Agricultural Society.

The Committee appointed to examine the Weigh Lock Scale in the City of Rochester, manufactured by Messrs. DURYEE & FORSYTH, of said city, have performed the duty assigned them, and report that they regard it as an admirable piece of mechanism, which reflects great credit on the builders. Length of Scale, 80 feet; width, 20 ft.; height, 32 ft.; weight of scale, 75 tons; capacity of weighing 400 tons.

Considering the weight and strength of the materials used, the delicacy and accuracy of this apparatus for weighing loaded canal boats of the largest class, this scale excites universal admiration. One of the committee tested it when under the pressure of a weight of 219 tons 900 lbs., and it clearly indicated a small additional weight within five pounds.

Any description of this Scale would hardly be intelligible without drawings, which the committee have not at command. It has no equal known to the committee. They recommend that a GOLD MEDAL be awarded to DURYEE & FORSYTH, for the manufacture of an article so important to the protection of the revenue of the Erie canal, and to the accurate weighing of an incalculable amount of private property.

C. DEWEY,  
DANIEL LEE.

Rochester Sept. 20th, 1851.

We have received the Society's FIRST PREMIUMS, DIPLOMAS AND SILVER MEDALS, annually, since 1849, for the best Scales and exhibition. We have also received the DIPLOMAS and

SILVER MEDAL of the American Institute, New York, and DIPLOMA of the Mechanics' Fair in Boston. Also, the HIGHEST PREMIUMS IN MONEY and DIPLOMAS of the Provincial Fairs, Canada, and State Fairs in Ohio and Michigan.

## \$200,000 SEVEN PER CENT.

CONVERTIBLE BONDS of the NEW-CASTLE and RICHMOND RAILROAD.—The undersigned offer for sale TWO HUNDRED SEVEN PER CENT CONVERTIBLE BONDS for \$1,000 each, of the NEW-CASTLE and RICHMOND RAILROAD COMPANY, with Interest Coupons attached, payable semi-annually at the office of the Ohio Life Insurance and Trust Company, in New York. The Bonds are payable at the same place in fifteen years and are convertible into the stock of the company within five years.

These Bonds are secured by a mortgage executed by the Company to George Carlisle, of Cincinnati, and Joseph B. Varnum of New York, Trustees of the road from Richmond in Wayne County, to New-Castle in Henry County, including the superstructure, iron rails, depots, tolls, privileges and franchises of the Company. This mortgage is the FIRST AND ONLY LIEN upon this section of the Road, which is a part of the great Trunk Railroad from Cincinnati to Chicago.

The New-Castle and Richmond Railroad extends from Richmond to Logansport, 103 miles, the whole of which is under contract, and about one thousand hands are now employed on the road.

The total amount of stock subscribed upon the whole road is \$509,400. The stock applicable to the construction of the road from Richmond to New Castle is \$250,900.

This railroad passes through the most fertile, populous and highly improved part of Ohio and Indiana, and it must become the great route for freight and travel between Cincinnati and Chicago and the Northwest.

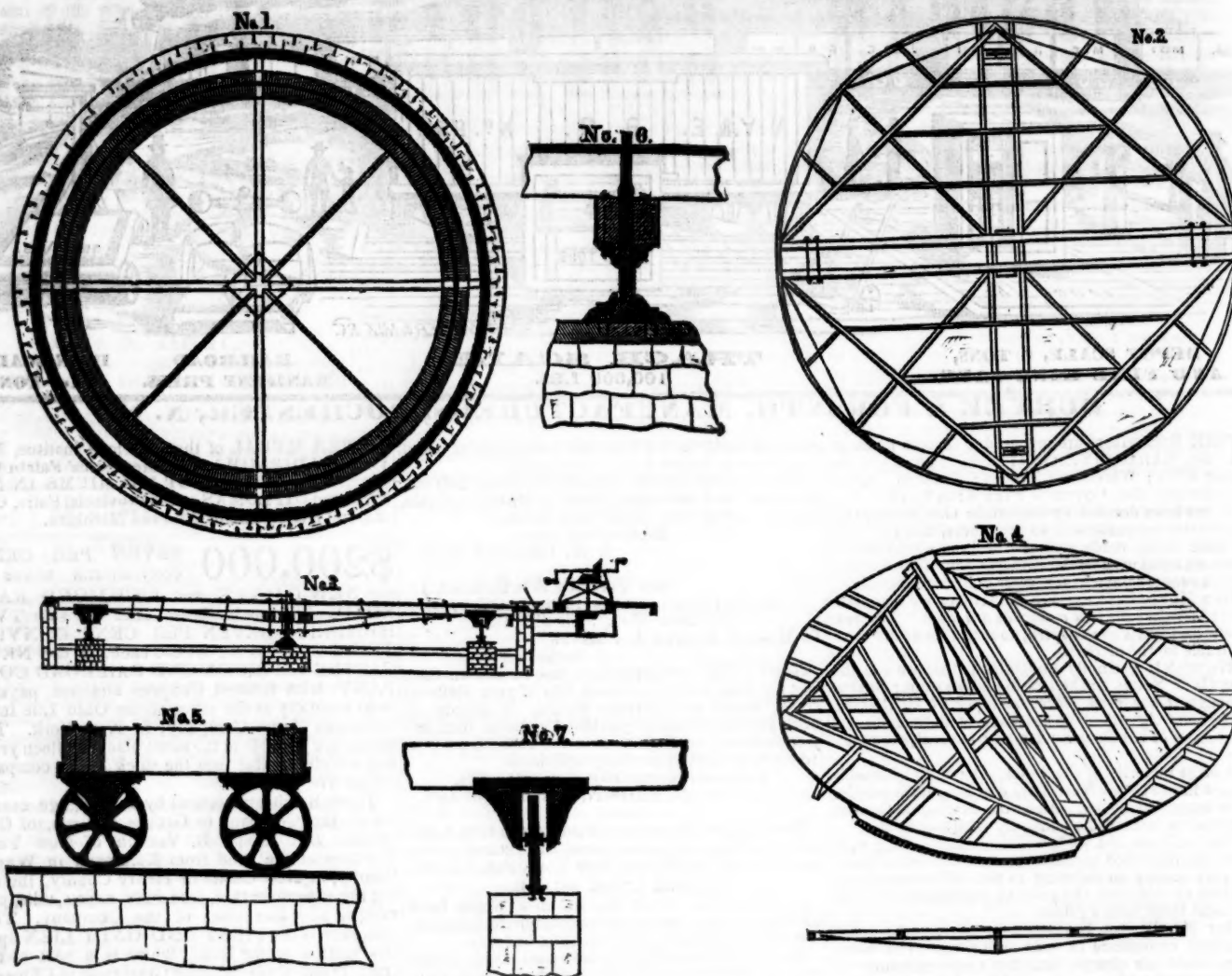
The local business alone would be sufficient to make the road profitable. The counties of Indiana through which it runs produce annually more than two millions of bushels of wheat, five millions of bushels of corn, one hundred and fifty thousand hogs, and fifteen thousand cattle, a large part of which must be transported to market on this road.

The iron rails for more than fifty miles of the road have been purchased. Ten miles of the road from Richmond to Washington, will be completed and in operation in November next, which will make a continuous railroad of about 70 miles from Cincinnati, by way of Hamilton, Eaton and Richmond.

The holders of the bonds will have for their security the obligations of the company, with subscriptions of stock to the amount of more than half a million of dollars, and a mortgage upon the road from Richmond to New Castle, with the iron rails, superstructure, tolls and franchises of the company.

CARPENTER & VERMILYE, 44 Wall-st.  
CAMMANN WHITEHOUSE & Co. 56 Wall-st.

## CARHART'S IMPROVED TURNTABLE.



THE Patentee of the improved Turntable solicits an examination of its merits by Railroad Companies. It has been in use on the Hudson River Railroad during the last three years, since which, some improvements have been made upon it. The Patentee is now putting down the fifth table on the Ohio and Pennsylvania Railroad, where these tables have been in use for one year past. The chief merits of this Turntable are that it is capable of being turned by two men, with an engine and tender upon it, weighing thirty-five tons, in the space of two minutes. Its cost, including all material, the best kind of workmanship in wood, iron and masonry—except excavating the pit and laying the track—is only *thirteen hundred dollars*, and all repairs, except the ordinary wear and tear, will be guaranteed for the sum of five dollars a year, for three years.

Figure 1 of the above cut represents the foundation, consisting of the bank and track walls; centre pier, cross-timber for bolting the step of pivot to the track, which is spiked and leaded into the coping of the wall, the latter being composed of stone 2½ feet square. The Bank wall is 5 feet high and 20 inches thick, with cut and hammered dressed stone coping laid in lime and sand. Fig. 2 shows the

carcass framing. Fig. 3 gives a side view of one main truss, with the mode of gearing, including rack and pinion. Fig. 4 gives a perspective view of rim and segments. Fig. 5 an end view of the main truss with pedestals and wheels. Fig. 6 screw for pivot, 6 inches in diameter, running to the top of the table, with the lever for adjustment. Fig. 7 shows the cross section of the track wall, wheel and pedestal.

For further particulars please address the subscriber through WM. W. PRATT, Jersey City, N. J.

June 19th.

D. H. CARHART.

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